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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
21st January, 1943.

The following Orders having been approved by My Lords Commissioners of the Admiralty are hereby promulgated for information and guidance and necessary action.

A list of these Orders is enclosed.

By Command of their Lordships,

J. V. Markham

To all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.

NOTE:—The scale of distribution is shown in the Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.

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| 231. | Supply of Victualling Stores in United Kingdom. (<i>Issued separately on 14th January, 1943, only to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels, Superintendants or Officers-in-Charge of H.M. Naval Establishments and Admiralty Overseers concerned.</i>) | Home
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| 232. | Cerrobend—Instructions as to Use. (<i>Issued separately on 14th January, 1943, only to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels carrying Aircraft and Shore Establishments concerned.</i>) | |

21st January, 1943.

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 315. B.R. 378 (J)—Aircraft Store Establishments—Seafire—Issue.
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 317. B.R. 782—Small Arms Training, Volume I, Pamphlet No. 22, Sten Machine Carbine—Issue.
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(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)

Section 1

ADMINISTRATION OF THE FLEET, CEREMONIES,
FOREIGN PORT REGULATIONS, etc.

233.—Second Sea Lord, Personnel Departments and Secretariat Branches Concerned—Address

(Dep. Sec. 30/43.—21.1.1943.)

Attention is drawn to A.F.O. 308/43 in Section 5 of this issue.

234.—R.N. Aircraft Training Establishment, Watford—Administration

(A. 01107/42.—21.1.1943.)

The R.N. Aircraft Training Establishment, Watford, is under the immediate control of an Officer-in-Charge, who is responsible to the Commodore, R.N. Barracks, Lee-on-Solent. The establishment is under the general administration of the Rear-Admiral, Naval Air Stations.

2. Paragraph 2 of A.F.O. 2724/42 is to be amended accordingly.

(A.F.O. 2724/42.)

235.—Aircraft Recognition—Training and Material

(G.D. 01484/42.—21.1.1943.)

Add the following Establishment to the list of Aircraft Recognition Sections given in A.F.O. 3595/42, paragraph 8:—

Largs H.M.S. "Warren".

(A.F.O. 3595/42.)

236.—Warship Weeks—Ships Adopted

(M. 014969/42.—21.1.1943.)

With reference to A.F.Os. 4826/41, 1327/42 and 5736/42, the following ships have been adopted by the towns or areas indicated:—

Name of ship	Adopting town or area
H.M.S. "Barnwell" ...	Buckingham
H.M.S. "Caprice" ...	Bexley M.B.
H.M.S. "Cassandra" ...	Surbiton
H.M.S. "Cavalier" ...	Penzance St. Just and West Penwith
H.M.S. "Cavendish" ...	Kendal M.B. and South Westmorland R.D.
H.M.S. "Corena" ...	Penygroes
H.M.S. "Lark" ...	Billericay U.D.
H.M.S. "Lord Hailsham" ...	Monmouth M.B. and R.D.
H.M.S. "Maharatta" ...	Walsall C.B.
H.M.M.G.B. "312" ...	Marshland
H.M.M.G.B. "327" ...	Burgess Hill U.D.
H.M.M.L. "153" ...	Osgoldcross
H.M.S. "P.552" ...	Worksop M.B.
H.M.S. "Pincher" ...	Lunesdale R.D.
H.M.S. "Sir Galahad" ...	Stourport-on-Severn U.D.
H.M.S. "Virago" ...	Newcastle-under-Lyme M.B.
H.M.S. "Wakeful" ...	Darwen
H.M.S. "Wensleydale" ...	Swinton and Pendlebury
H.M.S. "Wild Goose" ...	Worsley U.D.
H.M.S. "Wilton" ...	East Retford M.B. and R.D.

Some of these adoptions will not involve a presentation by the Admiralty.

(A.F.Os. 4826/41—not in annual volume—1327/42 and 5736/42.)

Section 2.—PERSONNEL, PAY SERVICES, DISCIPLINE, etc.

*237.—Honours and Awards—"London Gazette" Supplement of
12th January, 1943

(H. & A.—21.1.1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, S.W.1.

12th January, 1943.

The KING has been graciously pleased to give orders for the following promotion in and appointments to the Most Excellent Order of the British Empire:—

To be an Additional Commander of the Military Division of the said Most Excellent Order

Commander (Acting Captain) Cecil Lewis Howe, O.B.E., R.N.

For outstanding services to the Eighth Army in Egypt.

To be an Additional Officer of the Military Division of the said Most Excellent Order

Acting Commander (E) Oswald John Gerard, R.N.

To be Additional Members of the Military Division of the said Most Excellent Order

Mr. Francis William Barton, Gunner, R.N.

Mr. William Francis McConnell Arnold Eddy, Warrant Shipwright, R.N.

For energy and skill in saving their ship when she was damaged by enemy action.

The KING has been graciously pleased to approve the award of the George Medal for outstanding bravery in fighting fires to:—

Commander George Chesterman Phillips, D.S.O., R.N.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division) to:—

Chief Petty Officer William Joseph Triggs, D/JX.138571.

Acting Petty Officer Henry Phuler Holcombe, D/J.108244.

Chief Stoker Rex Webber, D/K.57075.

Engine Room Artificer 1st Class Edwin Charles Hingston, D/M.18951.

Leading Steward John Cook, D/LX.21781.

Able Seaman Ronald Josiah Harris, D/JX.188003.

For energy and skill in saving their ship when she was damaged by enemy action.

ADMIRALTY

Whitehall, S.W.1.

The KING has been graciously pleased to approve the award of the VICTORIA CROSS, for valour in the defence of a convoy, to:—

Captain Robert St. Vincent Sherbrooke, D.S.O., R.N.

Captain Sherbrooke, in H.M.S. "Onslow", was the Senior Officer in command of the destroyers escorting an important convoy bound for North Russia. On the morning of 31st December, off the North Cape, he made contact with a greatly superior enemy force which was attempting to destroy the convoy. Captain Sherbrooke led his destroyers into attack and closed the Enemy. Four times the Enemy tried to attack the convoy, but was forced each time to withdraw behind a smoke screen to avoid the threat of torpedoes, and each time Captain Sherbrooke pursued him and drove him outside gun range of the convoy and towards our covering forces. These engagements lasted about two hours, but after the first forty minutes H.M.S. "Onslow" was hit, and Captain Sherbrooke was seriously wounded in the face and temporarily lost the use of one eye. Nevertheless he continued to direct the ships under his command until further hits on his own ship compelled him to disengage, but not

until he was satisfied that the next Senior Officer had assumed control. It was only then that he agreed to leave the bridge for medical attention, and until the convoy was out of danger he insisted on receiving all reports of the action.

His courage, his fortitude and his cool and prompt decisions inspired all around him. By his leadership and example the convoy was saved from damage and was brought safely to its destination.

His Majesty has also been graciously pleased to give Orders for the following Appointment to the Distinguished Service Order, and to approve the following Awards:—

For skill and enterprise while in command of H.M.S. "Petard" in a successful attack on an enemy submarine:

To be a Companion of the Distinguished Service Order

Lieutenant-Commander Mark Thornton, D.S.C., R.N.

For gallantry and skill in flying operations in the Middle East:

The Distinguished Service Cross

Temporary Sub-Lieutenant (A) Frederick Brian Cooper, R.N.V.R.

Temporary Sub-Lieutenant (A) Oswald Samuel Ernest Lloyd, R.N.V.R.

Temporary Sub-Lieutenant (A) William Dickson Orwin, R.N.V.R.

Temporary Sub-Lieutenant (A) Leonard Wilkins, R.N.V.R.

The Distinguished Service Medal

Acting Petty Officer (Air) John Duncan Mackechnie, FAA/FX.77186.

Leading Airman Angus Scott Harper, FAA/FX.77345.

Mention in Despatches

Temporary Lieutenant (A) Gerald Frederick Arnold, R.N.V.R.

For services to the Eighth Army in Egypt:

Mention in Despatches

Captain Philip Ruck-Keene, R.N.

Captain George Walter Gillow Simpson, C.B.E., R.N.

For energy and skill in saving their ship when she was mined:

Mention in Despatches

Chief Petty Officer Hector McDonald, D/J.77519.

Chief Stoker William Henry Charles Kelly, D/K.57969.

Master-at-Arms John Charles Henry Harber, D/M.39787.

*238.—Bar to Decorations and Medals—Method of Showing in Navy List

(C.W. 34616/42.—21.1.1943.)

The symbol denoting the award of a bar to any of the decorations or medals referred to in paragraph 1 of A.F.O. 3339/41 has been altered.

In future such awards will be indicated in the Navy List by the symbol "■" and not by an asterisk.

(A.F.O. 3339/41.)

239.—Salvage Services Arising from War Perils—Awards to Personnel

(S. 1170/42.—21.1.1943.)

With reference to K.R. & A.I., Articles 896 and 900, and A.F.O. 124/42, it has been decided that where salvage services have been rendered by Admiralty vessels and personnel to a vessel suffering a war casualty, no claim for salvage will be made by the Admiralty, having regard to the fact that the risks of war casualties are, generally speaking, borne by the Crown.

2. While therefore the Admiralty will not as a rule sanction the prosecution of personal salvage claims in cases of this kind in future, the personnel will nevertheless be granted by the Admiralty awards equivalent to those, which they would have received, had a claim for salvage been sanctioned in accordance with past practice.

3. Applications for such awards, which for convenience of reference will be termed "new salvage", should be made by the Commanding Officer of the salvor ship in the manner prescribed in K.R. & A.I., Article 896 (4) as amended by A.F.O. 124/42. Reports, which should be accompanied by extracts from the ship's log and be in narrative form, should be amplified by the information required under K.R. & A.I., Article 900 (4). A nominal list of the personnel aboard at the material time on whose behalf the application is made should be appended.

4. Awards will be distributed in the manner indicated in K.R. & A.I., Article 903 (4).

5. K.R. & A.I., Article 901 (2) will not apply to applications for "new salvage", and a form of retainer to the Treasury Solicitor (S.1522) will not be necessary. It will also be unnecessary, as a general rule, to communicate with the ship's agent, as recommended in K.R. & A.I., Article 899 (1).

6. Where, in an exceptional case, it is decided for any reason that, notwithstanding the general arrangement now in force, a claim on behalf of the personnel may be presented in the case of a war casualty, the Commanding Officer will be so informed, and will be advised what action should be taken.

7. Nothing in this Order affects the existing practice with regard to claims for salvage from marine (as distinct from war) casualties.

8. This Order applies to all commissioned ships and, except where special arrangements exist, to Government owned or demised vessels manned by civilian crews.

(K.R. & A.I., Chapter XXV.)

(A.F.O. 124/42.)

240.—R.N.V.R.(A) Officers and R.N.R. and R.N.V.R. Officers Qualified as Pilot or Observer—Status of "Qualified Officer"

(C.W. 23440/42.—21.1.1943.)

The following amendment is to be made to A.F.O. 5025/41:—

Paragraph 5, sub-paragraph (i). Amend to read:—

(i) *Pilots and Observers*—

(a) Must hold the confirmed rank of Acting Sub-Lieutenant, R.N.R., R.N.V.R., or R.N.V.R.(A) or above.

(b) Must have completed not less than six months satisfactory service either as Observer (acting or confirmed) subsequent to completion of the Observers' Course, or as Pilot, subsequent to completion of specialised Naval flying training, or in the case of second line Pilots, subsequent to conversion to Naval type aircraft.

Note.—In the case of a R.N.V.R.(A) Officer serving afloat, his aptitude for such general ship's duties as are applicable to Air Branch Officers should be taken into account when considering him for recommendation.

(A.F.Os. 5025/41 and 5366/41.)

***241.—Instructor Lieutenant—Volunteers for—REPORTS**

(C.W. 1711/43.—21.1.1943.)

Volunteers are required for transfer or promotion to the rank of Temporary Instructor Lieutenant (for hostilities only).

2. Candidates must fulfil the following conditions:—

(a) They must possess an Honours degree in Mathematics, Engineering or Physics or Chemistry (with subsidiary Mathematics).

(b) They must have attained the age of 21 and not have reached the age of 36 on the date of appointment. For the forthcoming entry this date will be 29th April, 1943.

Preference will be given to candidates who have a Teaching Diploma and/or teaching experience.

3. R.N.V.R. (Special Branch) officers, and "hostilities only" and reserve ratings who fulfil the above conditions, may volunteer.

4. Commanding Officers should forward reports giving the following information:—

(a) Name.

(b) Rank or rating and official number.

(c) Date of birth.

(d) University and full details of degree including class, subjects and subsidiary subjects.

(e) Particulars of teaching experience and of Teaching Diploma or Board of Education Certificate.

(f) The Commanding Officer's remarks and recommendations as to the suitability of the candidate.

5. Commanding Officers should forward reports to the Director, Education Department, Admiralty. For the forthcoming entry, reports should reach the Admiralty not later than 1st March, 1943. Applications from candidates who cannot be available for interview early in April should be forwarded and they will be considered for subsequent entries.

(A.F.O. 3200/42.)

242.—Engineering Cadetships—National Scheme

(C.W. 39514/42.—21.1.1943.)

The Admiralty have agreed that ratings undergoing their preliminary training may apply for Cadetships, subject to the exigencies of the Service. Continuous and Special Service ratings (i.e. ratings serving under regular engagements as distinct from "Hostilities only" ratings), in whatever branch they are serving, are, however, excluded. Naval Airmen undergoing training for Pilot, Observer, or Air Gunner, or awaiting call up after entry under the "Y" scheme, are also ineligible to apply. Royal Marine other ranks, entered for "Hostilities only", are eligible.

2. For the purposes of forwarding applications for Engineering Cadetships, "Preliminary Training" should be interpreted as follows:—

(a) Until the completion of Part II training for all eligible classes of ratings with the exception of mechanic trainees.

(b) Part I training and the first two months only of Part II training in the case of mechanic trainees.

3. Requests for application forms for Engineer Cadetships should normally be forwarded direct to the Ministry of Labour and National Service, Sardinia Street, Kingsway, London, W.C.2. Where Commanding Officers are in any doubt about candidates' eligibility, cases should in the first instance be referred to D.P.S.

4. Candidates called by the Ministry of Labour and National Service to interview should therefore be given the leave necessary for this purpose, and if granted cadetships they will be discharged.

(A.F.O. 5246/42 is cancelled.)

243.—Temporary Commissions—Discharge of Ratings for Interview by Admiralty Selection Board

(C.W./N.R. 321/265/12.—21.1.1943.)

With reference to A.F.O. 5869/42, in future, C.W. candidates for temporary executive and special branch commissions are to be discharged to Royal Naval Barracks, Portsmouth, for Admiralty Selection Board on completion of two months sea time or qualifying service, without awaiting instructions from the Admiralty.

2. C.W. candidates are urgently required for the Admiralty Selection Board and unless they are made available with the minimum of delay it will be impossible to fill courses in H.M.S. "King Alfred". Candidates should not, however, be sent to Portsmouth for the Selection Board unless they are considered to have reached the necessary standard and are recommended as likely to make good officers.

(A.F.O. 5869/42.)

(A Message 259AZ is cancelled.)

244.—R.N.P.S. Ratings—Disposal of C.W. Candidates

(C.W./T.S.D. 1495/42.—21.1.1943.)

R.N.P.S. ratings who are C.W. candidates are, on the completion of sea time or qualifying service, to be discharged at once to the R.N.P.S. Depot, Lowestoft, and not direct to the R.N. Barracks, Portsmouth. This will enable the Commodore, Lowestoft, to ensure that candidates are given any additional sea time or instruction considered necessary before they appear before the Admiralty Selection Board.

245.—Coastal Force Coxswain

(N. 29365/42.—21.1.1943.)

The following amendment is to be made to A.F.O. 3239/41 :—

Delete paragraph 2 and substitute :—

The rate is open to Chief Petty Officer, Petty Officer or Leading Seaman, including acting ratings, while serving in Coastal Forces.

(A.F.O. 3239/41.)

***246.—Recommendations for Board of Trade Second Hand's Certificate of Competency**

(N. 24251/42.—21.1.1943.)

In view of the necessary expansion of the Patrol Service to meet future commitments, the names of all Leading Seaman, R.N.P.S., Seamen, R.N.P.S., and General Service Leading Seamen and Able Seaman (Pensioners or Reservists) who are eligible and recommended to sit for the Board of Trade Second Hand's Certificate of Competency are to be reported forthwith to the Commodore, R.N. Patrol Service Central Depot, Lowestoft. Subsequent recommendations are to be rendered as they fall due.

2. The qualifications for the course are :—

- (i) Six months' seniority as Seaman or Leading Seaman, R.N.P.S., or Able Seaman or Leading Seaman, General Service.
- (ii) Six months' continuous V.G. conduct.
- (iii) Must have served four years at sea, of which at least twelve months must have been in deep sea fishing vessels, the remaining three years' service performed during the war may have been spent in vessels of the General Fleet or Royal Naval Patrol Service, or in foreign-going or home-trade merchant ships.

Applications for eligible general service ratings to transfer (subject to successful completion of the examination) to the Royal Naval Patrol Service, should be forwarded to the Admiralty at the time the ratings are drafted to Lowestoft for the Second Hand's Course.

(A.F.O. 5750/42 is cancelled.)

247.—Commissioned Rescue Tugs—Complements

(M./T.D. 1501/43.—21.1.1943.)

In view of the numbers of H.M.R.Ts. operating abroad, the following details concerning complements are promulgated for the information of Commanders-in-Chief, Flag Officers-in-Charge, and Naval Officers-in-Charge.

Officers ranks are governed by A.F.O. 1893/41. (See Schedule, Note (A), Small Craft.) The uniform to be worn by ratings is governed by A.F.O. 833/40.

T. 124 T. Agreement personnel can only be employed in H.M. Rescue Tugs.

	"Bustler" Class	"Assurance" Class	B.A.T. A.T.R. U.S.A.	"Nimble" Class	"Saint" Class
Master (Lieut., R.N.R.) ...	1*	1*	1	1	1
Mate (Sub-Lieut., R.N.R.) ...	1	1	1	1	1
Second Mate ...	1	1	1	1	1
Chief Engineer (Lieut. (E), R.N.R.)	1	1	1	1	1
Second Engineer (Sub-Lieut. (E))†	1	1	1	1	1
Third Engineer (Sub-Lieut. (E))†	1	1	1	1	1
Fourth Engineer (Sub-Lieut. (E))†	1	—	1	—	—
Electrician (Actg. Sub-Lieut. (E), R.N.V.R.)	1	—	1	—	—
Radio Officer ...	—	2	2	2	2
Carpenter (Chief Petty Officer) ...	1	—	—	—	—
Boatswain (Chief Petty Officer) ...	1	1	1	1	1
Quartermaster (Leading Seaman)	1	1	1	1	1
Seaman ...	10	7	6	10	8
Ord. Seaman ...	2	1	2	1	1
Donkeyman (Petty Officer) ...	6	3	6	6	—
Greaser (Leading Stoker)	—	3	—	8	9
Fireman (Stoker) ...	—	1	1	1	1
Steward (Petty Officer) ...	—	1	1	1	1
Asst. Steward (Seaman) ...	1	1	1	1	1
Cook (Petty Officer)	1	—	1	1	—
Asst. Cook (Seaman) ...	1	—	1	1	—

Note.—"Marauder" ("Nimble" Class) has 3 additional Greasers.

* The present Commanding Officers of "Samsonia," "Bustler" and "Jaunty" have rank of Lieutenant-Commander.

† Uncertificated Officers are Mr. with M.N. affixed to name if of less than 12 months sea service. If of over 12 months sea service, they are granted acting rank of Sub-Lieutenant, R.N.V.R.

(A.F.O. 1893/41.)

248.—Officiating Minister of Religion

(C.E. 50164/43.—21.1.1943.)

The appointment of the Rev. J. W. Almond, Wesley Manse, Southwell, as Officiating Minister to Methodist Naval personnel stationed in Southwell has been approved as from the 21st November, 1942, to 18th December, 1942, and for any future period during which his services may be required.

2. The usual facilities are to be afforded.

†249.—Admiralty Surgeons and Agents*Amphill and Dawlish*

(C.E. 226/43; C.E. 140/43.—21.1.1943.)

Mr. W. R. van Langenberg, M.R.C.S., L.R.C.P., 24, Dunstable Street, Amphill, Beds. (Telephone No. Amphill 28) has been appointed Admiralty Surgeon and Agent for Amphill.

Mr. R. H. Rickards, M.R.C.S., L.R.C.P., Brook House, Dawlish, Devon (Telephone : Dawlish 2126) has been appointed Temporary Admiralty Surgeon and Agent for Dawlish, in the absence of Dr. Sammons.

***250.—D.E.M.S. Temporary Instructors—A/S Instructional Allowance**

(N./T.D./D.E.M.S. 1229/42.—21.1.1943.)

Ratings who are qualified and are performing the duties of hydrophone and anti-submarine instructor in Defensively Equipped Merchant Ships are to receive an allowance of 1s. 6d. per day with effect from 29th August, 1942. This payment is to be made only during such time as the duty is being performed.

***251.—Ratings Suffering from Colour Blindness—Service in Submarines**

A.F.O. 2245/43

(N. 21691/42.—21.1.1943.)

With reference to K.R. & A.I., Article 1418a, it has been decided that, for the duration of hostilities, the following branches of ratings should be exempt from disqualification from Submarine Service through colour blindness.

All Engine-room Branch.
Electrical Artificers.
Torpedo Gunners' Mates.
R.D.F. Ratings.
Telegraphist Branch.
Cooks and Stewards.

2. When a rating is accepted for service in submarines in spite of his defective colour vision, his drafting and Service documents should be clearly marked, indicating the particular defect, for the information of Commanding Officers.

(K.R. & A.I., Article 1418a.)

252.—R.N. Personnel on Loan to the R.C.N. or Temporarily Accommodated by the R.C.N. Accounting Procedure

A.F.O. 4104/43

(N. 25288/41.—21.1.1943.)

(Reprinted from Canadian Naval Orders.)

(a) R.N. Personnel lent to R.C.N. by request or on permanent loan are to be paid entirely on R.C.N. rates of pay and allowances as a charge against Canadian Naval funds. Marriage Allowance claims are to be dealt with in accordance with C.N.R.s., Article 408 (15). Claims for Dependents' Allowance will be considered providing this allowance has been paid while serving in the R.N., if supporting allotment is declared. Care is to be taken that necessary insurance deductions are made.

(b) R.N. Personnel temporarily lent to or employed by R.C.N. in part complement vacancies in H.M.C. Ships or Establishments will remain on R.N. pay in R.N. ledgers. They are also to be entered on R.C.N. ledgers on special lists clearly marked "R.N. Temporarily Lent" and credited therein with the difference between R.N. and R.C.N. rates of substantive pay plus special duty allowances, e.g. Hard Lying Money, which may become payable by virtue of service in the R.C.N. Ship or Establishment. These latter payments/credited on R.C.N. ledgers are to be a charge against Canadian Funds. Canadian Naval ledgers are to show the R.N. substantive daily rate of pay in Sterling and Canadian, R.C.N. substantive pay, and the difference. Payments on account of R.N. pay and allowances are to be paid separately through the cash account and recovered from the Admiralty as heretofore.

Where the proper rate of R.N. substantive pay is not known, personnel may be tentatively entered for the difference between the substantive rates shown in pay books, and the R.C.N. basic substantive rates, but the proper rates of pay are to be ascertained from R.N. Accountant Officer as soon as possible. When requesting this information, steps are to be taken to ensure that any increases in substantive pay are communicated in order that corresponding adjustment may be effected in the R.C.N. ledger. Any information received from ships regarding advancements, punishments, etc., which alter pay for R.N. substantive rank or rating, is to be referred to R.N. Accountant Officer for necessary action with a request that R.C.N. Pay Depot be informed of the resultant increase or decrease in R.N. pay. Necessary adjustment is to be made in R.C.N. ledgers on receipt of this information. (Tentative adjustment is to be made in the interim.)

Decisions on requests affecting non-substantive or badge pay are to be referred to R.N. Accountant Officer. These do not alter R.C.N. adjustments.

When personnel are discharged, Transfer Lists are to be forwarded showing allowances which have been paid through R.C.N. ledgers, thus preventing any extra pay, paid on R.C.N. ledgers, being credited also on R.N. ledgers.

For purpose of calculating the R.N. substantive pay the rate of \$4.43 = £1 0s. 0d. is to be used.

Victualling of personnel under this section is a Canadian Commitment, and payment of any allowances in lieu thereof is to be made at Canadian rates on R.C.N. ledgers.

(c) R.N. personnel accommodated and/or borne in H.M.C. ships and establishments solely at the convenience of the R.N., e.g. taking or awaiting passage, sick ashore, etc., will remain on R.N. rates only, and payments on account of wages are to be made through the cash account.

Accommodation of these officers and ratings is subject to the provisions of N.M.O. 1673.

(d) R.N. ratings borne for R.N. new construction in Canada are to be paid only at R.N. rates of pay. They are to be paid subsistence allowance at 15 shillings per diem for the first week and \$1.45 per diem thereafter, where service victualling and accommodations are not available. R.N. officers similarly borne are to be paid only at R.N. rates of pay. Payment of lodging and provision allowance at R.N. rates under the usual regulations plus a colonial allowance at the rate of £285 a year, less one-third if accommodated but not victualled, is to be paid to R.N. officers where service accommodation, etc., is not available. All pay and allowances under this section are recoverable from the Admiralty.

Where not otherwise promulgated the above instructions are effective, 1st April, 1942.

(C.N.O. 2100/42.)

253.—Wiremen (C.P.)—Administration

(N. 17320/42.—21.1.1943.)

With reference to A.F.O. 3355/42, Wiremen (C.P.) should be borne on the books of the local Base Ship; the local Flag or Naval Officer-in-Charge will be responsible for their administration, dealing direct with the Commodore, R.N. Barracks, Portsmouth.

(A.F.Os. 3355/42 and 5631/42.)

***254.—Submarine Detectors "U"—Qualification**

(N. 21600/42.—21.1.1943.)

As a temporary measure, men may be rated S.D. "U" (i.e. Unqualified), where facilities are not available for them to be fully qualified as Submarine Detectors.

2. Candidates for S.D. "U" must fulfil the requirements for S.D. Candidates laid down in C.A.F.O. 1616/41.

3. Before they are rated, they must have shown themselves (in an examination by an A/S Officer) fully capable of carrying out the duties of S.D. in their ship.

4. Ratings holding the non-substantive rating of S.D. "U" will be eligible for payment at the rate of 6d. a day.

5. The names of men so rated are to be reported to the Captain, H.M.S. "Osprey", in addition to the usual return to the station drafting authority and the Commodore of the depot concerned.

6. The man will then be considered eligible for drafting and for disposal in accordance with K.R. & A.I., Article 740, as a fully qualified S.D. unless:—

(a) Subsequently failed after a qualifying course in the normal manner, which course must be carried out at the first opportunity.

(b) Found unsuitable for his new rating at sea and reverted.

7. The names of ratings who relinquish their non-substantive rating of S.D. "U" are to be reported as in paragraph 5 above, giving the date of relinquishment.

(K.R. & A.I., Article 740.)

(C.A.F.O. 1616/41.)

255.—Use of Ships' Telephone—Training of New Entry Ratings

(N.17151/42.—21.1.1943.)

In order that ratings may become familiar with the use of ships' telephone by the time they are drafted to H.M. ships, telephones of patterns now fitted in the latest types of H.M. ships should be installed for demonstration purposes in a lecture room of all new entry establishments except Signal Training Establishments. An ordinary cabinet is to be fitted in the lecture room in conjunction with the "sound power" type of telephone.

2. The telephones are to be placed so as to be accessible for use by new entry ratings to practise out of routine working hours, and demonstrations and instruction should be given in the correct method of passing and receiving orders by telephone.

256.—Clothing Rationing

(V. 21358/42.—21.1.1943.)

The following amendments are to be made to A.F.O. 1251/42 :—

Section A, paragraph 2. Cancel whole paragraph and substitute :—

“ 2. Every new entrant from civil life should be in possession of a clothing ration book.”

Section A, paragraph 4. Cancel whole paragraph and substitute :—

“ 4. When new entries are unable for any reason to produce the clothing rationing book referred to in paragraph 2 of this section, returns should be made to the Chief Accountant. Ministry of Food Form R.G.20 should be used for this purpose, the heading being amended to show that it refers to clothing documents. (A.F.O. 3072/42, Section A, paragraphs 4 and 5) ”.

Section B. Purchase of Clothing by Naval Personnel

1. Following is a list of items of clothing which may be purchased ashore by the classes of Naval, etc., personnel set out in paragraph 2 of this Section :—

- †(i) Shirts.
 †(ii) Collars and ties.
 †(iii) Cardigans and pullovers.
 †(iv) Scarves.
 †(v) Socks or stockings.
 †(vi) Gaiters.
 †(vii) Gloves.
 †(viii) Shoes.
 †(ix) Boots.
 †(x) Handkerchiefs.
 †(xi) Raincoats and oilskin clothing.
 †(xii) Breeches.
 †(xiii) Waistcoats of wool, leather, sheepskin or woollen fleece.
 †(xiv) Three-quarter length leather or reversible sheepskin coats.
 †(xv) Fleece linings for raincoats.
 (xvi) Underwear.
 (xvii) Pyjamas and nightgowns.
 †(xviii) Greatcoats.
 †(xix) British warmes.
 †(xx) Tunics and jackets of cloth, serge or drill.
 †(xxi) Waistcoats of cloth or serge.
 †(xxii) Trousers or skirts of cloth, serge, drill or duck.
 †(xxiii) Shorts of wool or drill.
 †(xxiv) Caps (officers—but, *N.B.*, W.R.N.S. officers' hats are not rationed).
 (xxv) Dressing gowns.
 (xxvi) Slippers.
 †(xxvii) Articles of nursing uniform.
 †(xxviii) Articles of Naval rating's uniform (including outerwear).
 †(xxix) Articles of W.R.N.S. uniform (including outerwear).
 (xxx) Hand knitting yarn in Service colours.

† These items must be of a type normally forming part of uniform.

2. Purchase of clothing in the various categories shown in paragraph 1 of this section may be made by Naval personnel as follows :—

Personnel.	Items which may be purchased.
Officers, R.N., R.M. and W.R.N.S.	(i) to (xxx).
Sisters, Q.A.R.N.N.S.	(x), (xvi), (xvii), (xxv), (xxvi), (xxvii) and (xxx).
Ratings, R.N.	(i) to (xi), (xvi), (xvii) and (xxviii).
Other ranks, R.M.	(x).
Ratings, W.R.N.S.	(i) to (xi), (xvi), (xvii), (xxv), (xxvi) and (xxix).

3. Officers, R.N., R.M. and W.R.N.S., and Sisters, Q.A.R.N.N.S., are able to purchase ashore the items shown by signing a statement on the back of the original copy of the trader's bill that the articles bought represent essential personal requirements of which they are in immediate need. In the case of officers, R.M. Police, authority to purchase articles by signing a statement is limited to external uniform, i.e. cap, overcoat, tunic, trousers and boots.

4. Ratings, R.N. and W.R.N.S., and other ranks, R.M., wishing to purchase ashore in the United Kingdom clothing in the categories specified in paragraph 2 of this section, must produce to the retailer a certificate of authority on Form S.110, which is required in lieu of coupons. The form must be signed by the Commanding Officer or by a commissioned officer of the rating's ship or establishment, or in the case of a W.R.N.S. rating, by a W.R.N.S. officer, on behalf of the Commanding Officer. The items required must be specified in detail on the back of the form and the officer signing the form is to arrange for the value of the items at current Service issuing prices to be entered in the rating's pay and identity book (see paragraph 10 below). Form S.110 must be completed throughout in ink.

5. On receipt of the clothing the rating is to sign in the space provided on Form S.110, except that when goods are ordered to be sent by post the words "Clothing received by" are to be amended in manuscript to read "Clothing ordered to be sent by post" and the rating is to sign when giving the order.

6. The names of their ships are not to be shown on bills signed by Naval Officers under arrangements in paragraph 3 above or on Forms S.110.

7. The total value of clothing purchased by ratings from Service stocks at home and abroad or from other sources in the United Kingdom, is to be restricted as follows :—

Ratings, R.N., R.N.R. and R.N.V.R.	Value not exceeding appropriate rate of K.U.A.
Ratings serving on T.124 agreements or variants.	Value not exceeding amount of K.U.A. for general service ratings wearing the corresponding class of uniform.
Ratings, W.R.N.S.	Value not exceeding £8 a year.

8. For purpose of regulating expenditure, items which are purchased ashore and which are included in the Service Issuing Price List, should be valued at the latter prices. For W.R.N.S. ratings, dressing gowns and slippers are to be valued at £2 2s. each and 10s. 6d. a pair respectively.

9. Expenditure will be allowed up to the amount of K.U.A., due for the current quarter and the following quarter (or in the case of W.R.N.S., the corresponding proportions of the annual amount specified in paragraph 7), together with any balance remaining from the previous quarter.

10. In order to ensure that purchases are within the amount authorised, the value of all purchases is to be entered in the rating's pay and identity book, which should also show the amount of expenditure allowable. Form S.111 has been provided for recording these particulars and this form is to be pasted into the rating's pay and identity book. The quarterly rate of expenditure allowable is to be inserted at the beginning of each quarter and particulars of clothing purchased are to be entered as follows :—

- (a) Articles taken up from service stocks—at the time of issue.
 (b) Articles purchased ashore—when purchase is authorised on Form S.110.

11. In destroyers and other small ships which do not carry stocks of clothing on board, and where supplies required by ratings are purchased in bulk from stocks at the base or in H.M. ships in company, the Commanding Officer is to arrange for an officer to supervise the collection and distribution of the clothing and to make the necessary entries in the paybooks.

Section C. Cancel paragraph 2 and substitute :—

“ 2. Application for coupons for replacement of losses at (a) should be made on Forms C.R.S.C.I. and for losses at (b), (c), (d) and (e) on Forms C.R.S.C.Ia to the nearest Collector of Customs empowered to issue them. The application forms, together with the address of the appropriate Collector of Customs and Excise to whom the completed form should be posted, can be obtained from any information centre or offices of a local authority.”

Section F. Add new paragraph 4 :—

"4. Applications are normally dealt with within a day or two of receipt, but in an emergency or where the coupons are urgently required, application may be made by signal to Director of Victualling, Admiralty, London."

Add new Sections H, I and J.

Section H. Repairs to Service Uniforms :—

Officers, R.N., R.M. and W.R.N.S., and Sisters, Q.A.R.N.N.S., may sign bills for cloth or lining used by tailors for repairing uniforms.

2. Ratings, R.N. and W.R.N.S., and other ranks, R.M., may also sign tradesmen's bills for this purpose, and Form S.110 is not required.

3. The above arrangement does not allow personnel to purchase cloth or lining to do their own repairs, and applies only to the supply of materials used by a tailor for repairs.

Section I. Replacement of Uniform Clothing Lost :—

When compensation is paid in respect of uniform clothing lost through service casualty, the amount of the compensation is to be shown as a credit in the record of expenditure of K.U.A. for rationing purposes in Form S.111 in the sailor's pay and identity book, and subsequent purchases of clothing made in replacement of kit are to be debited at the current service issuing prices.

Section J. Purchase of Civilian Clothing by Officers :—

As from the 1st February, 1943, items of civilian recreational clothing included in paragraph 4, lists 1 and 2, may be purchased respectively by (1) Officers, R.N. and R.M., (2) Officers, W.R.N.S., and Sisters, Q.A.R.N.N.S.

2. The total annual purchases by individual officers of items in these lists must not exceed a coupon value of 21.

3. Purchases will be subject to the officer signing a statement on the trader's bill to the effect that the articles bought represent essential personal requirements of which he or she is in immediate need.

4. The items which may be purchased under this arrangement, together with their coupon values, are :—

Items for Officers, R.N. and R.M.		List 1	Coupon Value.
Jacket	13
Flannel Trousers	8
Shirt	5
Collar	1
Tie	1
Boots	7 per pair
Shoes	5 per pair
Sandals	4 per pair
Plimsolls	4 per pair

Items for Officers, W.R.N.S., and Sisters, Q.A.R.N.N.S.		List 2	Coupon Value.
Jacket	8
Skirt	6
Slacks	5
Shorts	5
Blouse or shirt	6
Stockings	3
Socks	3
Ankle socks	2
Boots	5 per pair
Shoes	5 per pair
Sandals	4 per pair.
Plimsolls	4 per pair.

(A.F.O. 1251/42.)

257.—Ratings Sick on Shore

(M.D.G. 52065/42.—21.1.1943.)

Attention is called to K.R. & A.I., Article 1440, clause 9, regarding the necessity of reporting to the Medical Director General whenever the period of illness of a rating sick on shore exceeds 21 days.

258.—Deserters—Sale of Effects

(N.L. 14757/42.—21.1.1943.)

To avoid all possible waste of material, it has been decided that when a deserter is recovered after application has been made for the sale of his effects under K.R. & A.I., Article 1769, clause 8, or authority has been given for the sale but the articles have not actually been sold, the effects may be returned to him, but he is to be charged with their estimated value, as assessed by the Accountant Officer.

(K.R. & A.I., Article 1769(8).)

259.—Ratings' Official Numbers—Port Division Symbols

(N./M.D.G. 62664/42.—21.1.1943.)

Attention is drawn to the necessity of always quoting the Port Division symbol of ratings' official numbers on all documents, as the growing practice of omitting the Port prefix letter is leading to serious inconvenience and delay.

260.—Parachute Maintenance

(C.W. 279/43.—21.1.1943.)

Air Engineer Officers of Carriers and Stations are not to be nominated for parachute maintenance duties when other suitable Officers are available.

2. The Squadron Commander is to ensure that the Officer selected to supervise parachute and "K" dinghy maintenance in a squadron is a Pilot, but the duties are not to be added to those of the Officer detailed for general aircraft and engine maintenance.

261.—W.R.N.S.—Administration

(C.W. 33644/42.—21.1.1943.)

Status.—(a) The Women's Royal Naval Service is an integral part of the Naval organisation. The rules and customs of Naval administration are to be adhered to as closely as possible. Subject to the arrangements set out in this Order, local Naval authorities are ultimately responsible for W.R.N.S. personnel serving under their command, as for male personnel.

(b) Members of the Women's Royal Naval Service are responsible for their work to the same authorities as corresponding Naval personnel; and their technical training and satisfactory performance of their work and the determination of the complement necessary to carry out the work is the responsibility of the authorities similarly concerned with Naval personnel.

(c) The special composition of the Women's Royal Naval Service requires that the well-being of its members should be supervised by women and that, within the Naval service, an esprit-de-corps should be created and encouraged. The organisation described below exists specifically for these purposes and for certain other functions specified in this Order. Naval authorities are to recognise the special nature and functions of the W.R.N.S. and are to give its officers every assistance and encouragement.

2. *Director, W.R.N.S.*—The Director, W.R.N.S., is responsible to the Admiralty for organising the Women's Royal Naval Service to perform effectively the functions assigned to it and for the morale and well-being of the Service and for advising the Board on all matters affecting this responsibility.

She should be consulted by the Departments responsible on all matters likely to affect the morale and well-being of W.R.N.S. personnel, e.g., pay, conditions of service, accommodation, and the general aspects of victualling and messing.

She is responsible for the recruitment and drafting of W.R.N.S. ratings, for the selection, appointment and promotion of W.R.N.S. officers, and for the preliminary training and arrangements for technical training of W.R.N.S. officers and ratings. The actual technical training is the responsibility of the Departments concerned.

She is responsible for the performance of their duties by the staffs specifically under her control and should be consulted as to the numbers, grading, etc., of staffs for W.R.N.S. offices, quarters, etc. Apart from this she is not concerned in the work of W.R.N.S. personnel unless a welfare matter is involved (e.g., physical working conditions).

She or her representative is authorised to visit any Naval establishment in which W.R.N.S. personnel is employed, giving prior notification to the Commander-in-Chief or Senior Naval Officer concerned and to the Commanding Officer of the establishment.

Direct communication is in order between the Director, W.R.N.S., and Flag and Senior Officers on the subject of W.R.N.S. officer appointments.

3. *W.R.N.S. Officers.*—W.R.N.S. officers consist of:—

- (a) Administrative Officers, i.e., those appointed to carry out the functions allocated to the W.R.N.S. organisation as set out in the preceding paragraph, or
- (b) Non-Administrative Officers, i.e., those appointed, in lieu of Naval officers, for all other duties, including technical duties.

A W.R.N.S. officer appointed for Administrative duties is in administrative charge (including any disciplinary powers delegated to her) of all W.R.N.S. personnel in her Unit, including any Non-Administrative Officers borne, even though one or more of these may be her senior. In the absence of an Administrative Officer, the senior W.R.N.S. officer (or rating) is responsible for W.R.N.S. personnel unless instructions to the contrary are issued by the Admiralty or the Commander-in-Chief.

The duties of Non-Administrative Officers are not limited to the duties for which they are appointed. Whenever opportunity permits and such duties can be undertaken without detriment to their primary work, they are to take their turn as W.R.N.S. Duty Officer in quarters and in other ways to undertake responsibility for the welfare of W.R.N.S. ratings.

4. *W.R.N.S. Administrative Officers.*—W.R.N.S. Administrative Officers (outside the staff of D.W.R.N.S., Admiralty) consist of:—

- (a) Superintendents appointed to the staffs of Commanders-in-Chief.
- (b) Chief Officers appointed in charge of areas.
- (c) Unit Officers appointed in charge of Units of W.R.N.S. personnel.
- (d) Officers in charge of specifically W.R.N.S. establishments (e.g., preliminary training establishments, quarters, etc.) or for specifically W.R.N.S. functions (e.g., recruiting and drafting).
- (e) Officers appointed to assist the above.

Officers under (c), (d) and (e) hold rank (Chief, First, Second or Third Officer) according to the responsibilities attaching to the post.

5. *Command Superintendent, W.R.N.S.*—The Superintendent, W.R.N.S., is a member of the Commander-in-Chief's staff and advises him on matters concerning the W.R.N.S. in his command.

In particular she has a supervisory responsibility for the welfare (including suitability of accommodation) of all W.R.N.S. personnel in the command.

She has executive functions in connection with recruiting and drafting which include the keeping of the W.R.N.S. Advancement Rosters.

Her responsibilities cover all W.R.N.S. personnel within the geographical limits of the command, including those serving at establishments (e.g., Air Stations) that are largely controlled by authorities outside command limits. The drafting of the special Fleet Air Arm categories is, however, governed by the regulations in A.F.O. 5648/42.

She is empowered to correspond direct with Commanding Officers of establishments on matters within her responsibilities except that any question of policy or of principle or of general importance as affecting organisation, efficiency, discipline, training and welfare in the command should be dealt with through the usual channels.

6. *Area Chief Officer, W.R.N.S.*—Chief Officers are appointed under the Superintendents to carry out similar functions for specific areas within each command. These areas usually coincide with Naval sub-commands, in which case the Chief Officer is appointed on the staff of the F.O.I.C.: but in some cases, she may carry out staff duties for several Flag Officers or Officers in Command or Charge of separate establishments.

Her executive duties in the recruiting and drafting of W.R.N.S. personnel will be limited to those specifically deputed to her by the Superintendent.

Commanding Officers should consult her as regards award of punishments (a) and (b). (See attached table.) The decision as to what action is taken rests with the Commanding Officer, but, if the Chief Officer disagrees with the decision, she should represent her views in writing to the Flag Officer in Charge of her area.

7. *W.R.N.S. Unit Officer.*—W.R.N.S. officers are appointed in administrative charge of Units of W.R.N.S. personnel. According to size and location the Unit may cover all W.R.N.S. personnel in a Base, Station or Establishment or may be a selected part thereof: or the personnel of two or more small Establishments may be combined for this purpose.

In large widespread Establishments, there may be subsidiary Units, and in such cases, Commanders-in-Chief should define which officers are to have the status of Unit Officers.

The Unit Officer has the status of a Head of Department (or Company Commander in Royal Marine Establishments) and therefore has direct access to the Commanding Officer. She is responsible to him for the carrying out of the functions appropriate to the W.R.N.S. organisation. Specifically these will include:—

- (a) Maintenance of the good order and well-being of the W.R.N.S. personnel in her Unit, including the organisation of their off-duty activities and their recreation (preferably in the open air), the conduct of their quarters (with the assistance of any W.R.N.S. Quarters' Officers and staff allocated to the Unit), their instructions in squad-drill and in useful activities such as first-aid and passive defence.
- (b) Advising the Commanding Officer on all other matters affecting the good order and well-being of the W.R.N.S. personnel in her Unit in conjunction with the officers primarily responsible. Such are accommodation, pay, conditions of service and discipline.
- (c) Carrying out such of the executive functions of the W.R.N.S. organisation in connection with recruiting and drafting as are delegated to her.
- (d) Control of the W.R.N.S. staff provided to assist her in her duties and advising as to their numbers, grading, etc.
- (e) Regulating office work in respect of all W.R.N.S. personnel.
- (f) Maintaining such W.R.N.S. records as are ordered to be kept in the Establishment (and are not kept in the Ship's Office).

On application to Heads of Departments she is to be given access to offices and departments where W.R.N.S. personnel are employed, and should bring to the notice of Heads of Departments any matters connected with the well-being of W.R.N.S. personnel under their orders which, in her opinion, require adjustment. She is not, however, to disturb in any way the working of the Naval departments in which W.R.N.S. personnel are employed.

All requests from W.R.N.S. personnel should be made to their Unit Officer except where their work is concerned, when they are to be made to their Heads of Departments, who will consult the Unit Officer as necessary. Any requests beyond the powers of the Unit Officer to deal with are to be referred to the Commanding Officer. Requests involving transfer from the Establishment are always to be referred by the Commanding Officer to the Superintendent.

As laid down later in this Order, power to deal with minor disciplinary offences committed by W.R.N.S. ratings can be delegated to W.R.N.S. Unit

Officers. Where convenient (e.g., in large Establishments) the powers of Unit Officers in this respect may be granted by Commanders-in-Chief to other W.R.N.S. Administrative Officers who take charge under Unit Officers of substantial sections of the Unit.

8. *Discipline.*—(a) Responsibility for the administration and discipline of the W.R.N.S. lies with the Commanding Officer.

(b) *Summary Punishments.*—The punishments which may be awarded are shown in the attached table.

(c) *Award of Punishments.*—Disciplinary offences committed by W.R.N.S. personnel are to be dealt with by Commanding Officers, and the W.R.N.S. Unit Officer (or W.R.N.S. officer of higher rank if necessary) is to be present at all investigations. Commanding Officers may delegate in writing to W.R.N.S. Unit Officers power to deal with minor offences committed by W.R.N.S. ratings under their control up to awarding a maximum of 7 days of punishments (e), (f) and/or (g).

In special cases (e.g., due to geographical conditions), the Commander-in-Chief may authorise Commanding Officers to delegate authority to Unit Officers to award punishment (d) for offences of improper absence up to 6 hours.

In serious cases which might result in punishments (a) or (b) being awarded, the W.R.N.S. rating is to have the assistance of a Naval or W.R.N.S. officer in stating her case and a summary of the evidence is to be taken.

(d) *Deductions from Pay for Improper Absence.*—The scale for such deductions from pay is one day's pay for each three hours or part of three hours absence for the first 36 hours absence and thereafter one day's pay for every six hours or part of six hours absence.

For improper absence up to 36 hours the punishment is to consist of scale deductions from pay only, unless the offence is a repeated or aggravated one. For improper absence over 36 hours or for aggravated or repeated offences of improper absence for shorter periods, other punishments permitted in Column G of the Table may be awarded, according to the degree of the offence, in addition to scale deductions from pay.

Periods of improper absence are always to be reckoned from the time the rating should have reported for duty or returned from leave, until such time as she reports to the Naval, Royal Marine or W.R.N.S. authorities.

The Commanding Officer may, at his discretion, reduce the deductions from pay by such an amount as he may consider reasonable when, in his opinion, there are any special mitigating circumstances.

When the total number of days' pay to be deducted under the scale exceeds 60 days, any deductions over 60 days are to be remitted.

9. *Advancement and Reversion.*—The same procedure as in the Royal Navy is to be applied to the W.R.N.S.

Ratings are to be brought before the Commanding Officer for advancement or before the appropriate W.R.N.S. officer if solely employed outside a Naval Establishment.

The Commanding Officer, after consulting his W.R.N.S. officer, may revert Leading Wrens for unsuitability, but applications for reverting Chief or Petty Officer Wrens are to be forwarded through his administrative authority for approval by a Flag Officer.

10. *Correspondence Between W.R.N.S. Officers.*—Direct communication between W.R.N.S. authorities is permitted only—

(a) on routine matters that do not involve any modification of, or exception to, the regulations, or any question of discipline, principle or controversy, or any appeal against official decisions;

(b) on matters concerning entry, and of welfare and recreation where other departments are not concerned;

(c) with the Superintendent, W.R.N.S., or senior W.R.N.S. officer of their base or area (as applicable) on matters concerning W.R.N.S. quarters and billets outside a Naval Establishment, and when seeking advice generally.

11. *Medical Arrangements.*—The Medical Director General of the Navy is responsible for the medical care of all W.R.N.S. personnel in a similar manner to personnel of the Royal Navy.

12. *Religion.*—The spiritual care of W.R.N.S. personnel is to be in accordance with K.R. & A.I., Chapter XL, so far as this is applicable.

TABLE OF SUMMARY PUNISHMENTS ALLOWED BY THE ADMIRALTY TO BE AWARDED TO W.R.N.S. RATINGS.

Authorised Summary Punishment	Maximum Punishment	Whether applicable to			Superior Authority required, if any	Punishments by which it may be accompanied if applicable	Remarks
		Chief, and P.O. Wren	Leading Wren	Wren			
A	B	C	D	E	F	G	H
(a) Dismissal ...	—	Yes	Yes	Yes	Admiralty	(b) and see Note.	To be regarded as a punishment for a specific offence. Accused to be assisted by an officer.
(b) Disrating ...	—	Yes	Yes	No	Flag Officer for Chief and P.O. Wrens.	(c), (d), (e) and see Note.	Accused to be assisted by an officer.
(c) Deprivation of Good Conduct Badges.	—	Yes	Yes	Yes	—	(d), (e), (f), (g) and see Note.	—
(d) Deductions from pay for improper absence.	—	Yes	Yes	Yes	—	(e), (f), (g), (h) and see Note.	See paragraph 7 (d).
(e) Stoppage of leave.	30 days	Yes	Yes	Yes	—	(f)	Applies to all short leave, week-end leave and long leave during the period the punishment is in force.
(f) Extra work ...	14 days	No	No	Yes	—	—	One hour's extra work per day, either the rating's ordinary work or some other form appropriate in the circumstances. Punishment to be suspended on Sunday.
(g) Restriction of privileges.	3 months	No	Yes	Yes	—	—	For mobile Wrens—forfeiture of late pass. For immobile Wrens forfeiture of long week-end.
(h) Reprimand ...	—	Yes	Yes	Yes	—	(e), (g)	—

Note.—See A.F.Os. 2849/42 and 4865/42 as to effect on character assessment.

The pamphlets entitled "Disciplinary Regulations for the Women's Royal Naval Service" and the "Instructions for Officers in Charge of Units" are cancelled.

(A.F.Os. 2849/42, 4865/42 and 5648/42.)

†262.—W.R.N.S.—Probationary Period on Entry—Women of the National Service Age Groups

(N. 28090/42.—21.1.1943.)

With reference to paragraph 6 of A.F.O. 2022/42, the privilege of a probationer to terminate her service with the W.R.N.S. at will any time during the probationary period will not be extended to women called up for service under the National Service Acts, who are required to undertake whatever service may be allotted to them.

2. The enrolment of such candidates should not be approved until the usual fortnight's probationary period has expired, and during that period unsuitable recruits may be discharged at the discretion of the D.W.R.N.S.

3. It is important that discharges made under this authority should be immediately notified to the Ministry of Labour and National Service, as provided in A.F.O. 5519/42.

(A.F.O. 2022/42 and 5519/42.)

✓*262a.—Paid Acting, Acting Temporary and Temporary Rank Held During the War—Counting of, for Pension Purposes—Ratings

(P.M. 3727/41.—21.1.1943.)

It has been approved that paid acting, acting temporary and temporary Naval rating or Marine rank which has been held during the war by Seamen and Marines for a continuous period of three months shall reckon as if it were substantive for pension purposes.

2. Such rating or rank held continuously for a period of less than three months may similarly reckon for pension purposes, provided it is immediately followed by substantive promotion to that (or a higher) rating or rank.

3. The probationary acting rating to which men are advanced in the first instance under the provisions of Article 407, K.R. & A.I., viz., advancement to Leading and Petty Officer ratings in the Seaman, Signal, Telegraphist and Stoker branches, and to Sailmaker, will continue to reckon as heretofore.

(A.F.O. 127/43 is cancelled.)

263.—Instructional Film Training—Use of Commercial Cinemas

(N./T.D./D.E.M.S. 2253/42; T.S.D. 2006/43.—21.1.1943.)

A.F.O. 3334/42 is to be amended as follows:—

14. *The Use of Commercial Cinemas for Instructional Film Training.*—Arrangements have been made through the Cinematograph Exhibitors' Association for certain commercial cinemas in the United Kingdom to be available free for showing Naval instructional films to Naval personnel. This applies only to hours outside commercial cinema showings. In areas where there are a number of cinemas, exhibitions will normally be arranged upon a rota basis. Where, however, the circumstances are such that it is necessary to use a particular cinema at regular and frequent intervals, payment may be made from public funds for the hire of the cinema concerned, but this should not exceed three guineas for any one performance, except with prior Admiralty approval.

List "A", 70*, U-Boat Attacks on Convoys. Distribution restricted to A/S Establishments only.

(A.F.O. 3334/42.)

264.—Meal Orders—Restriction of Value when Cashed at N.A.A.F.I. Canteens or Voluntary Organisations

(N. 16517/42.—21.1.1943.)

With reference to A.F.O. 2205/37, Section VIII, concerning Meal Orders, issuing authorities should note the following change of procedure:—

Where it is known in advance that drafts will exchange Meal Orders at a N.A.A.F.I. Canteen or Voluntary organisation, and that a satisfactory meal will be provided at a lower cost than the standard rate of 1s. 6d., the cost of such meals should be ascertained, and the value of the Meal Orders issued should be restricted to the cost of the meal.

(R.N.R.T.O., Scotland, R.T.S. 16/73, 17.7.42.)

(A.F.O. 2205/37—not in annual volume.)

Section 3.—G., T., N., E., etc., & STORES; HULL, EQUIPMENT & FITTINGS

265.—Guns, B.L., 14-in., Mark VII—Catches, Safety, Retracting Bar Actuating Lever—Modification

(A.S. 13099/42.—21.1.1943.)

The following modification is to be carried out:—

Gun	B.L., 14-in., Mark VII.
Part affected	Catch, safety, retracting bar actuating lever; in component and spare carriers and spare levers.
Purpose... ..	To improve accessibility of safety catch.
Nature of modification	Fit an extension to the catch in accordance with Instructional Print N.O.D. 3107/87. A star is to be added to the Mark on modification.
By whom to be done	Armament Supply Department.
Degree of urgency	In Service—First opportunity. In Store—Before issue.

266.—Guns, B.L., 4.7-in., Marks I, I* and II—Re-assessment of Probable Life—REPORT

(A.S./G.6890/42.—21.1.1943.)

The probable life of B.L., 4.7-in., Mark I, I* and II guns has been re-assessed at 550 E.F.C. instead of 625 E.F.C. as shown in Table C of B.R.291/42. B.R.291 will be amended by "P" series A.F.O.

2. Commanding Officers of all ships and establishments in which guns of these types are mounted, are to apply at the next opportunity to the nearest Inspecting Officer for re-assessment of the probable remaining life of any gun which was assigned a P.R.L. at the last inspection of 350 E.F.C. or less.

3. Action in accordance with C.A.F.O. 466/42 should be taken as appropriate according to the revised P.R.L. assigned.

4. Gun memoranda of all B.L., 4.7-in., I, I* and II guns in store, except guns due for relining, are to be passed to the nearest Inspecting Officer for re-assessment of P.R.L's. Officers in Charge of R.N. Armament Depots are to report revised P.R.L's. assigned to Admiralty (D.A.S., Bath, Br. A).

5. Inspecting Officers are to report revised P.R.L's. of guns reassessed under paragraphs 2 and 4 to C.I.N.O.

(C.A.F.O. 466/42.)

267.—Guns, Q.F., 4.7-in., Marks IX*—IX**B—Modification to Mechanisms E and G—Re-introduction of Springs Striker, Mark II

(A.S./C.I.N.O. 11601/42.—21.1.1943.)

Instructional Print N.O.D. 2162/95 to guide modification of O.Q.F., 4.7-in., E and G, Marks IX*—IX** B, mechanisms, in accordance with A.F.Os. 3995/42 and 4382/42, has been amended under date 19th December, 1942, to simplify the modification, and amended copies will be issued to all R.N. Armament Depots.

(A.F.Os. 3995/42 and 4382/42.)

268.—Guns, Q.F., 4-in., Mark XIX.—Pins, Retaining Extractor—Modification by Fitting Split Keep Pin

(A.S. 19249/42.—21.1.1943.)

The following modification is to be carried out:—

<i>Gun</i>	Q.F., 4-in., Mark XIX.
<i>Part Affected</i>	Pin, retaining extractor.
<i>Purpose</i>	To prevent pin working loose and to facilitate functioning.
<i>Nature of Modification</i>	Fitting split pin and removing metal from ends, in accordance with Instructional Print N.O.D. 3121/15.
<i>By Whom to be Done</i>	Armament Supply Department. Split pins to be obtained locally.
<i>Degree of Urgency</i>	In service—first opportunity. In store—before issue where possible.

269.—Fire Control Communications in M.T.Bs.—As. and As.

M.G.Bs., M.A/S.Bs. (63-ft. and 70-ft. Types)

(N.S. 019616/42.—21.1.1943.)

Further to paragraph 5 of A.F.O. 255/42, the following sets of Loudaphone telephone equipment have now been purchased for fitting in M.T.Bs., M.G.Bs. and M.A/S.Bs. (63-ft. and 70-ft. Types) to implement the reference therein to the fitting of a telephone communication system using amplifiers:—

Messrs. Clifford & Snell—C.P. 4c/57806/42.

- 100 in No. one-way transformer and resistance boxes, Pattern 13739.
- 100 in No. four-way transformer and resistance boxes, Pattern 13740.
- 200 in No. "Loudaphone" handsets, Pattern 13741.
- 400 in No. "Loudaphone" headsets, Pattern 13742.

Messrs. Simmonds & Stokes—C.P. 4c/57807/42.

- 600 in No. 4-pin "Niphan" sockets, Type N.273GB.
- 600 in No. 4-pin "Niphan" plugs, Type N.547B.

2. Priority of supply will be given to boats building, and equipment will be supplied by Superintending Naval Store Officer, Portsmouth, to the boatbuilders without demand.

3. The supply of equipment for boats in commission is to be made by demands from Coastal Force Bases on Rear-Admiral, Coastal Forces (as craft become available for fitting), who will decide the priority to be accorded each type of craft, and inform the Superintending Naval Store Officer, Portsmouth, accordingly.

4. An A. and A. form for this work is to be raised by R.A.C.F. for the boats concerned.

5. Details of the method of wiring and fitting the equipment to mountings with and without slipping will be promulgated separately.

6. Upon issue of the new equipment the redundant sound-powered telephones, Patterns 1191 and 1193, are to be returned immediately to the nearest dockyard.

7. Stocks of spare equipment will be maintained at Portsmouth under Subhead F, Item 1c, Part V.

(A.F.O. 255/42.)

270.—Guns, Machine, Bren, 0·303-in.—Fillers for 30-round Magazines

(A.S. 05006/42.—21.1.1943.)

As fillers for 30-round Bren magazines are suitable for use only with charger packed ammunition and as all Bren ammunition is now being packed in cartons, *vide* C.A.F.O. 2342/42, the retention of fillers in Bren gun equipments is no longer necessary.

2. H.M. Ships and Establishments should return fillers for 30-round magazines to the nearest Armament Supply Officer.

3. Disposal Instructions will be sent to R.N. Armament Depots shortly.

4. The Naval Proportion Book will be amended.

(C.A.F.O. 2342/42.)

271.—Machine Guns and Equipments—Guns, Machine, 0·50-in. Browning—Assembly of Cocking Lever

(G. 8091/42.—21.1.1943.)

With the firing pin cocked it is possible to assemble the cocking lever backwards in the bolt of 0·50-in. Browning guns. When assembled in this manner the cocking lever will prevent the breech block going fully forward and will cause a stoppage. Breakage of the top plate bracket may also occur.

2. Care must be taken that the cocking lever is assembled with the double curved side to the rear of the bolt. After assembly this can be checked by cocking the striker and then pulling the cocking lever to the rear as far as it will go. If correctly assembled it will lie at an angle approximately the same as when in the fully forward position. If it is not correctly assembled it will only be possible to move it slightly beyond the vertical.

(B.R. 641.)

272.—Carbines, Machine, Lanchester 9 mm., with Non-Interchangeable Parts—Issue

(A.S./G. 015203/41.—21.1.1943.)

With reference to A.F.Os. 2630/42 and 4389/42, the number of Lanchester machine carbines in which the component parts are not strictly interchangeable and which are therefore stamped "A" after the serial number, will now be much greater than was originally expected.

2. Additional carbines, equivalent to 5 per cent. of the authorised allowances, promulgated in A.F.Os. 3930/41 will therefore be issued to H.M. ships in lieu of spares.

(A.F.Os. 3930/41, 2630/42 and 4389/42.)

273.—Cartridges, B.L., 4·7-in., 6 lb. 2 oz., N.F.Q. 042—Introduction of Mark III—Withdrawal of Marks I and II

(A.S. 16357/42.—21.1.1943.)

A new type of cartridge, B.L., 4·7-in., for star shells is being introduced into Naval service. The new charge will be fitted with an improved method of ignition and will be known as "Cartridge, B.L., 4·7-in., 6 lb. 2 oz., N.F.Q. 042, Mark III".

2. Marks I and II cartridges at present carried on board H.M. ships will be withdrawn and exchanged for Mark III as opportunity offers.

3. Future demands should indicate the marks of cartridges on board.

R.N.A. Depots only

4. The exchange of ships' outfits should be arranged whenever local stocks permit.

5. Marks I and II cartridges will be converted to Mark III type when sufficient Mark III charges have been accumulated.

274.—Bombardment Spotting Boxes

Destroyer Depot Ships and Destroyer Flotillas Abroad

(N.S. 31328/42.—21.1.1943.)

The principle, laid down in A.F.O. 3388/42, that all bombardment spotting boxes, and Douglas protractors, Pattern 496, allowed especially for use therewith, held in Home Fleet destroyer flotillas and destroyers attached to the Western Approaches Command, are to be formed into a pool on board the depot ship, for issue to destroyers as required, is to be extended to destroyer flotillas and depot ships on all stations.

2. Any such instruments on board individual destroyers should therefore be returned to the depot ship, or, on stations where there is no depot ship, to the storing yard, where they should be held by the (Superintending) Naval Store Officer, for issue to destroyers as necessary.

3. Reports, stating the number of boxes received, should be forwarded by Administrative Authorities when all the boxes have been returned.

4. The existing allowances of bombardment spotting boxes, viz., 2 per flotilla for vessels in the Mediterranean Fleet, and 1 to each flotilla leader and destroyer on other foreign stations, are withdrawn.

5. B.R. 332A—Establishment of Naval Stores for Flotilla Leaders and Destroyers—will be amended.

(A.F.O. 3388/42.)

275.—Paravanes, Bow Protection

Auxiliary Aircraft Carriers

(A.S. 04302/41.—21.1.1943.)

Auxiliary aircraft carriers having American paravanes on board are to land them at the first opportunity in exchange for an outfit of six paravanes, Marks VII-VII* with 22 knot planes, 4 only of which are to be carried on board.

2. Paravane tools and spare gear will be allowed as for H.M. ships.

3. The following items of naval stores per vessel will be required to enable the exchange to be effected and should be demanded from the storing yard :—

Pattern	Description	No.
8889	Clip for fitting cone bush	1
8891	Box for clip	1
8890	Split bush	1
8871	Roller cutter	8
8862	Box covering cutter	8
8861	Chest for cutter spares	2
8874	Wheels, cutter, spare	8
8879	Span bar	3
8878	Span bar	3
8863A	Shackle	6
8882	Shackle	3
8883	Shackle	3
8859	Buffer, I.R.	21
7849	Cones	2
8802	Cone bushes	2
8915	Pins, locking	4
8886	Pins, screw	2
8803	Pins, screw	4
8873	Pins, eccentric	4
—	Pins, split, N.B., $\frac{1}{8}$ in. \times $1\frac{1}{2}$ in.	16
—	Pins, split, N.B., $\frac{1}{8}$ in. \times 2 in.	48
721K	Washers	12
—	Hacksaw blades for cutting P.V. ropes (Firth's H.S. Speedicut).	12

276.—High Voltage Testing Equipment.—REPORTS

"Cyclops," "Forth," "Maidstone," "Lucia," "Titania," "Adamant," "Wolfe,"
"Greenwich," "Sandhurst," "Tyne," "Woolwich," "Philoctetes," "Blenheim,"
"Vindictive" and "Resource".

(T. 3502/42.—21.1.1943.)

It is under consideration to provide the above-mentioned ships with high voltage testing equipment for the dielectric testing of electric equipment, after repair.

2. This testing equipment would consist of a motor alternator giving an output of 7 k.v.a. at 250 volts with a transformer to enable a voltage range of 1000-4000 volts to be obtained.

3. Commanding Officers of the above-mentioned ships are to furnish a report to the Admiralty stating whether such equipment is considered a necessity for their vessels and if so to state further whether space is available for fitting observing :—

(a) that the motor alternator and transformer will occupy approximately 52-in. by 22-in., and 22-in. by 18-in. deck space respectively while the control panel will require bulkhead space of approximately 30-in. by 30-in.

(b) that arrangements for enclosing and locking the control panel to prevent unauthorised operation would be provided by the manufacturers of the gear but that in view of the high voltages obtainable the space proposed for the equipment should be large enough to allow for the provision of bulkheads to enclose the gear with means of locking the enclosure thus provided.

(c) that the equipment should be located in or as near to the electrical workshop as possible.

4. Arrangements for the supply of the equipments required will be made by the Admiralty.

277.—Dynamo and Service Fuse Release Switches, Type V

H.M. Ships, Dockyards and Overseers concerned

(D. 15952/42.—21.1.1943.)

An instance has recently occurred in which a dynamo fuse release switch failed to open, although the flood switch was submerged and the fuse element blew. This caused a serious dislocation of the electrical supply during the action.

2. Investigation revealed that the fault was caused by the hook end of the fuse carrier, A.P.9376A, being a tight fit on the pin of the lower fuse support.

3. This point should therefore be checked, and the correct operation of the switch tested in a manner similar to that described in A.F.O. 5414/42, paragraphs 13 and 14. Both hook ends of the fuse carrier should be tested by inverting it after the first few testing operations. The fuse retainer should be in position and the fuse access cap tightened down during the tests.

4. If the hook is found to be tight it should be eased by removing a slight amount of metal from the surface of the slot nearest the terminal screw. In the instance referred to in paragraph 1, indication that the hook end was too tight was deduced from the difficulty experienced when attempting to remove the fuse carrier (when extended, after the fuse had blown) through the access cap. This was not possible and the cover of the case had to be removed.

5. It should also be confirmed that a slight clearance exists between the top of the fuse carrier and the inside of the fuse access cap when screwed down tightly; otherwise, binding at this point may also prevent the opening of the switch when the fuse blows.

6. Priority for the examination, and adjusting if necessary, should be given to dynamo fuse release switches.

(A.F.O. 5414/42.)

278.—Group Change-over Switches—Flooding of Cross-Connecting Cables—As. and As.

(T. 2945/42.—21.1.1943.)

The schedule of materials included in A.F.O. 5787/42 should be supplemented by the addition of the following:—

Ship.	500 amp. H.R.C. fuses and adaptors to replace fuse holders.		400 amp. H.R.C. fuses and adaptors to replace fuse holders, A.P. 6642.	300 amp. H.R.C. fuses and adaptors to replace fuse holders, A.P. 6641.	200 amp. H.R.C. fuses and adaptors to replace fuse holders, A.P. 6640.	Spare H.R.C. fuses without adaptors.				Flood Switches, A.P. 9563A.	Short Circuiting Switches.
	A.P. 1016	A.P. 6642				500 amp.	400 amp.	300 amp.	200 amp.		
"Adventure"	—	4	—	4	8	2	—	2	4	8	8
"Kent" additional	—	2	—	—	—	—	—	—	—	1	1

(A.F.O. 5787/42.)

279.—Navigational Facilities in L.C.A.

(M./D.N.E. (C.O.) 3718/42.—21.1.1943.)

All existing L.C.A. No. 142 onwards are to be modified to conform with the following:—

- (1) The compass position and steering shelter construction must be in accordance with accompanying A.F.O. Diagram 23/43 (D.N.C. 26/AB/241).
- (2) All boundary angles to the conning position and deck coaming angle within 5 ft. 6 in. of compass are to be non-magnetic.
- (3) The chart desk* is to be fitted abaft the conning position facing inboard, with a splash and light-tight screen round it.
The inboard side of top of chart desk is to be 2 ft. below the deck. The chart desks are to be made readily portable and secured to the hull with butterfly nuts.
- (4) Instructions for "magnetic" L.C.A., Nos. 53-141, inclusive will be issued later.

* The procedure for obtaining this will be issued shortly.

280.—Compass Corrector Coils—Interference with Resistance Control Boxes

(C.D. 20/43.—21.1.1943.)

Instances have been reported where the Adjustable Sliders in the Resistance Control Boxes for Compass Corrector Coils have been moved by persons testing or clearing electrical faults, and not correctly replaced.

2. Should it be found necessary to move these sliders in order to locate or repair electrical faults the permission of the Commanding Officer or of the Navigating Officer should be obtained before they are moved. Special care must be taken to note the positions of the sliders and subsequently to replace them exactly in their original positions.

3. In order that the positions of these sliders may be checked when desired by Ship's Officers, Commanding Officers should ensure that when compasses are adjusted the positions of the sliders are recorded on the deviation forms in the same manner as are the positions of the corrector magnets.

4. Attention is drawn to A.F.O. 5940/42.

(A.F.O. 5940/42.)

281.—Domestic Automatic Refrigerators—As. and As.

"Flower" Class Corvettes

(D./V. 3740/42.—21.1.1943.)

It has been approved to supply one 10 cubic ft. domestic automatic refrigerator to all "Flower" Class corvettes not fitted with cold rooms, in addition to the complement of refrigerators already provided for in A.F.O. 3412/41 and C.A.F.O. 1703/41.

2. The Captain, (D), Liverpool, is to include an item, Classification "A," in the list of As. and As. for "Flower" Class corvettes, to cover the installation and wiring of this additional refrigerator.

3. Arrangements for supply will be made by the Admiralty.

(A.F.O. 3412/41.)

(C.A.F.O. 1703/41—not in annual volume.)

(This Order is to be retained until complied with.)

282.—Flag Lockers—Alterations to and Marking of—As. and As.

M.T.Bs. (excluding Fairmile M.T.Bs.) and certain M.G.Bs.

(S.D. 655/42.—21.1.1943.)

The following amendments are to be made to A.F.O. 4768/42:—

- (1) Heading to be amended to read "M.T.Bs. (excluding Fairmile M.T.Bs.) and certain M.G.Bs."
- (2) Paragraphs 1 and 2, after M.T.Bs., insert "and M.G.Bs. whose flag lockers do not provide accommodation for a complete set of flags".

(A.F.Os. 4768/42 and 5191/42.)

283.—Naval Aircraft—Walrus Steering Arms

(A.M.R. 2704/42.—21.1.1943.)

Pending the supply of suitable steering arms and the embodiment of Modification 350, movement astern of Walrus Aircraft should be avoided. Parking arrangements should be made to conform to this instruction.

2. This instruction was also promulgated by Admiralty "R" message, 507R.

284.—Pouches for Two-Star Distress Signals for "K" Type Dinghies—Introduction

(N.S. Air 1633/42.—21.1.1943.)

The undermentioned item, for stowage of two-star distress signals (Stores Ref. 12D/551) in "K" type dinghy packs, is being introduced:—

Stores Ref.	Nomenclature.
27C/2053 Pouch, two-star distress signals.

2. Each pouch holds three two-star distress signals (Stores Ref. 12D/551), and each "K" type dinghy pack (Type "A", Mark II, or "C") is provided with two pockets for holding the pouches.

3. For stowage purposes three two-star distress signals are to be put into a pouch, which is to be closed by tucking in the flap. One pouch is to be stowed in each of the two pockets on the dinghy pack.

4. The pouches will be allowed to Ships and Services in accordance with the following scale:—

Ships—see B.R. 378.

Shore Establishments:—

R.N. Air Stations, Class "A" 6
R.N. Air Stations, Classes "B" and "C" 2

5. The following Services will be supplied from R.N. Store Depot (Midland Area), Stafford, without demand:—

R.N. Air Station, Piarco, Trinidad.
R.N. Air Station, Hastings, Freetown.

Other Services concerned should forward demands to their respective R.N. Store Depots or Storing Yards, quoting this Order as authority to supply. Supply to new Services will be made with their initial outfit of stores.

6. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover requirements for Ships and Services attached to Foreign Stations.

Details of the quantities being supplied are being forwarded direct to (S) Naval Store Officers concerned.

7. The Aircraft Stores Establishments will be amended in due course; meanwhile all existing Establishments held by H.M. Dockyards and R.N. Stations and Store Depots, etc., should be amended in manuscript.

285.—Ventilation of Forward Crew Spaces—As. and As. "Vee's"

(D.025148/42.—21.1.1943.)

It has been approved to modify the ventilation to the forward crew spaces in the above-mentioned vessels in accordance with drawing D.N.C. 17A/A.201.

2. Compensation amounting to 1 ton at the upper deck level must be provided and proposals to effect this are to be submitted for approval before the work is taken in hand. It is essential that the compensation proposed should refer to definite items of topweight. Proposals to restow existing fittings or to remove items which can be readily replaced are not acceptable.

3. An item, Classification "B", is to be inserted in the lists of As. and As. of the ships concerned to cover the work involved.

4. Copies of drawing D.N.C. 17A/A.201 will be supplied on application to the Admiralty, Bath.

286.—16-mm. Projectors for Gunnery and A/S Instructional Films

(N./T.S.D. 2006/43.—21.1.1943.)

The following amendment to A.F.O. 3426/42 is promulgated:—

Paragraph 2.

Delete: "U-Boat Attacks on Convoys."

(A.F.O. 3426/42.)

287.—Twin Oerlikon Mountings—Fitting of

Destroyers concerned

(D. 025843/42.—21.1.1943.)

With reference to C.A.F.O. 1823/42, the structural alterations in connection with the fitting of twin Oerlikon mountings in destroyers of the classes mentioned below are shown in the drawings detailed below.

D.N.C. 16A/A.145 ... Arrangement of twin Oerlikons on signal deck—A-H. Classes including "Duncan" and "Faulknor."
D.N.C. 16A/A.143 ... Arrangement of twin Oerlikons on after superstructure deck—"Tribal" Class.
D.N.C. 16A/A.152 ... Arrangement of twin Oerlikons on signal deck—"Tribal" Class.
D.N.C. 16A/A.142 ... Arrangement of twin Oerlikons on signal deck and abreast searchlight platform—J.K. & N. Classes.

2. Copies of drawing D.N.C. 16A/A.145, have been sent to all repair authorities concerned, for guidance in fitting twin Oerlikon platforms, in ships to which the drawing is applicable, in accordance with the C.A.F.O. quoted above.

3. Copies of the remaining drawings have been forwarded to Commanding Officers of the ships concerned to be retained on board ship for use as necessary when the work is carried out.

4. The work of building platforms suitable for twin Oerlikons is to be carried out at the first opportunity without regard to the availability of the twin mountings. Where twin mountings are not available single mountings will be supplied, temporarily, for fitting on the twin platforms.

(C.A.F.O. 1823/42.)

288.—Fitting of Oerlikons Converted Fishing Trawlers

(D. 028744/42.—21.1.1943.)

The attention of all concerned is invited to Admiralty Letter dated 5th October, 1942, M/MS. 0227/42 (addressed to all Commanders-in-Chief at home and abroad and repeated to all Fleet Officers-in-Charge at home), with particular regard to paragraphs 4 and 5.

2. It is most necessary for selected vessels to be inclined before the commencement of the refit, in order to establish the extent to which fuel reductions might have to be imposed on account of added top weight.

3. C.A.F.O. 136/43 refers.

289.—Naval Aircraft Squadrons Forming in America—Provision of Articles-in-Use Ledgers and Squadron Inventories

(N.S. Air 2324/42.—21.1.1943.)

Articles-in-Use Ledgers and Squadron Inventories are normally prepared by the Accountant Officer of the Station to which the squadrons are originally attached, and thence transferred, as necessary, to the carriers concerned.

2. This is not practicable in the case of squadrons forming in America, and the following arrangements are therefore to be adopted:—

- Articles-in-Use Ledgers and Squadron Inventories will be opened by the Accountant Officer of the station in United Kingdom at which the squadron (personnel) is formed.
- All vouchers for stores supplied in America, either through the Deputy Director of Stores, Washington, or United States Navy Department, to be retained by the Commanding Officer of the squadron and turned over, in due course, to the Accountant Officer of the station or carrier to which the squadron is subsequently allocated.
- The Accountant Officer is then to complete the Articles-in-Use Ledger and Squadron Inventory in the normal manner on receipt of the vouchers at (b):

3. This procedure is introduced temporarily and will be reviewed in six months' time.

(R.A.N.A.S. No. 7672/621/95 of 1.11.42.)

290.—American Searchlights, 24-in. "Town" Class Destroyers

(N.S./T.1780/42.—21.1.1943.)

With reference to A.F.O. 549/42, in which instructions were given for reports to be forwarded giving full particulars of the 24-in. American searchlights and spare gear fitted in "Town" class destroyers, reports have been received from the 21 ships enumerated in paragraph 3 below.

2. Reports indicate that some ships carry a considerable quantity of S/L spare gear (in some cases inappropriate to the projector at present fitted), whilst others carry none. In order to distribute the major items of spare gear equally, and to provide reserves of small spare items ashore and in depot ships, it has been decided to make an allowance of spares for these searchlights on the following scale:—

- (a) Arc-lamp ... One per ship.
 (b) Front glass ... One per ship.
 (c) Reflector ... One per ship (where metal reflectors are not already fitted).
 (d) Ventilator motor ... One per ship.

3. The allocation of particular types of lamps, glasses, etc., to the various ships is to be made as follows:—

(i) *H.M. Ships* "Burwell", "Brighton", "Charlestown", "Chesterfield", "Churchill", "Chelsea", "Lancaster", "Leamington", "Leves", "Newark", "Roxborough", "Richmond", "Salisbury", "St. Albans" and "Wells":—

- (a) Arc-lamp, 24-in., G.E.C. manufacture, type H-24—One.
 (b) Front glass, in strips, complete with frame—One set.
 (c) Reflector, glass, 25½-in. dia., 10-in. focal length (U.S. Navy Spec. 17M.3d)—One.
 (d) Ventilator motor, complete—One.

(ii) *H.M.S. "Montgomery"*:—

- (a) Arc-lamp, 24-in., Sperry manufacture, type 24-11—One.
 (b) Front glass, domed, 25½-in. dia. (U.S. Navy Spec. 17D.3a)—One.
 (c) Reflector, glass, 25½-in. dia., 10-in. focal length (U.S. Navy Spec. 17M.3d)—One.
 (d) Ventilator motor, type SD, frame 1246, form A, model 32202—One.

(iii) *H.M. Ships* "St. Marys", "Newport", "Georgetown", "Castleton" and "Buxton":—

- (a) Arc-lamp, 24-in., G.E.C. manufacture, type CG.90008A—One.
 (b) Front glass, domed, 25½-in. dia. (U.S. Navy Spec. 17D.3a)—One.
 (c) No spare ventilator required, metal reflector fitted in projector.
 (d) Ventilator motor, model 5, BC.46A.37—One.

Ships not already carrying all the items enumerated, should forward demands to the Superintending Naval Store Officer, Devonport, for the outstanding items, quoting this A.F.O. as authority. As some time will elapse before these items become available, ships should not hasten supply.

4. All searchlight spare gear surplus to above allowance is to be landed at the first convenient opportunity and forwarded to the (Superintending) Naval Store Officer of the nearest yard, who should forward full particulars of the gear landed to Director of Stores (N.S.6B). The gear is to be retained in store pending instructions as to disposal, precautions being taken to protect it from deterioration.

5. Ships not included in the allocations in paragraph 3 above should assume that their reports in accordance with A.F.O. 549/42 have not been received at the Admiralty. Steps should, therefore, be taken to forward a duplicate report as soon as possible.

6. Any modifications to searchlight equipment in ships named above, necessitating amended reports in accordance with A.F.O. 549/42, should be reported immediately to the Director of Electrical Engineering (Bath).

(A.F.O. 549/42.)

291.—Portable Electric Ventilating Fans, 6-in.—Revised Allowances
Capital Ships, Aircraft Carriers, Cruisers, Repair and Depot Ships,
Netlayers and "Adventure"

(N.S. 15543/41.—21.1.1943.)

To ensure that sufficient portable electric ventilating fans, 6-in., are available for use of damage control parties, the allowances of fans and hoses have been revised as follows:—

	Present Allowances			Revised Allowances		
	Fans	16 ft. lengths	8 ft. lengths	Fans	16 ft. lengths	8 ft. lengths
Capital Ships ...	3	12	6	6	24	12
Aircraft Carriers ...	5	20	10	6	24	12
Cruisers (except C and D Classes) and "Adventure."	2	—	10	4	—	20
C and D Class Cruisers and Netlayers...	1	—	5	2	—	10
Repair and Depot Ships ...	2	4	5	6	12	15

2. Ships in Commission should forward demands to their Storing Yards. When demanding additional fans to complete to the revised allowances, the name of the makers of the portable electric ventilating fans already on board should be quoted. Fans of similar make, if available, will then be supplied but without electrical spares, as the spares already on board should meet requirements. If a different make of fan is supplied, one set of the appropriate electrical spares should also be issued per ship. Supply to ships of new construction of the fans, hoses, and one set of electrical spares, should be arranged by Storing Yards in the usual manner.

3. In view of the number of hoses and fans required to cover the revised allowances, it is not anticipated that the full numbers allowed will be available for some months. A further A.F.O. will be issued when more definite information is available concerning production prospects and dates for delivery of the fans now on order to meet these additional requirements.

4. B.R. 321, Establishment of Naval Stores for Engineering Purposes, will be amended.

(C.-in-C., H.F., No. 115/H.F. 394/28.—25.1.42.)

292.—Sockets, Pattern 4552 and Plug, Pattern 4553—Supersession—Sub-head F.2B

(N.S. 18428/42.—21.1.1943.)

With reference to A.F.O. 2297/42, line 2, "Socket, Pattern 4669 and Plug, Pattern 4662" should read "Socket, Pattern 4469 and Plug, Pattern 4462".

(A.F.O. 2297/42.)

293.—Breathing Apparatus—Allowance

Trawlers Employed on Ocean Escort Duties

(N.S. 34775/42/1/43.—21.1.1943.)

The allowance of breathing apparatus to ocean escort trawlers is to be as shown in the Appendix hereto.

2. Ships concerned, in commission, should forward demands to their storing yards or bases for the additional items necessary to complete to the revised allowances.

3. As the increased allowances depend upon the duties to which trawlers are allocated, automatic supply without demand to vessels under construction or conversion cannot be made by storing yards in the normal manner. Commanding Officers of such ships allocated to ocean escort duties on commissioning should ensure that demands are forwarded in accordance with paragraph 2 above.

4. The Establishment of Naval Stores concerned will be amended.

APPENDIX

Allowance, etc., of Breathing Apparatus and Spares to Ocean Escort Trawlers
Description.

Pattern No.	Permanent Stores.	Denom.	Qty.
3485	"Salvus" modified apparatus, A.N.S. type, complete with two oxygen flasks, suitable for the dual purpose of fire fighting and shallow water diving	Set	1
3498	Combined tool and testing set for "Salvus" apparatus	Set	1
230	Breathing apparatus, without hose	Sets	3
	Gear for each set of Pattern 230:—		
2314	Hose, india-rubber, asbestos covered, with connections, 30-ft.	No.	2
2305	Strainers, metal	No.	1
	<i>Consumable Stores.</i>		
	Spares for "Salvus" apparatus, consisting of:—	Set	1
3489	Charges, protosorb		25
3490	Funnel for charging canister		1
3491	Diaphragm, I.R., for reducer		6
3492	Floating valve for reducer		6
3493	Relief valve		1
3494	Relief valve, spring for		1
3495	Washers, various		6 of each size
3496	Washers for gland by-pass valve		6
3741	Valve, outlet, rubber, for neck bags		1
3742	Plugs, blank, for pressure gauge end of flexible pipe		1
3497	Stowage box		1
	(F.O. i/c., Northern Ireland, 30.8.42, No. 1522.)		
	(A.F.O. 3799/42.)		

294.—Navyphones, Graham Type

(N.S. 12469/42.—21.1.1943.)

Instructions were given in A.F.Os. 467/40 and 653/42 for the replacement, wherever possible, of Graham type navyphones by either two-wire or sound-powered telephones.

2. In ships where the Graham type is being retained, it is now considered that replacements of defective navyphones and parts thereof can be met by using returns from services which have had two-wire or sound-powered systems installed.

3. In view of this it has been decided to discontinue the purchase of Graham type navyphones, Pattern 3330 series, and spare parts, and to mark obsolete all the items shown on pages 1233 and 1234 of the Rate Book under Schedule C.712, where this has not already been done.

4. Steps should be taken to ensure that all navyphone apparatus removed from ships is made available for replacement purposes.

(A.F.O. 467/40 and 653/42.)

295.—Cooper's Grease No. 4—Supply

Submarines

(N.S. 011215/43.—21.1.1943.)

In the first outfit of consumable stores for submarines, 7 lbs. of Cooper's Grease No. 4 is to be included.

2. Submarines concerned, in commission, should forward demands to their storing yards or Naval Store Depots when necessary. Supply to submarines of new construction should be made by storing yards or depots in the usual manner.

3. The Establishment of Naval Stores and the List of Particulars concerned will be amended.

296.—Velometers—Use of

(P. 22538/42.—21.1.1943.)

The attention of W.P.Ss., P.E.R.Os., P.S.Os. and E.R.Os. is drawn to the use of velometers by shipbuilders and repairers during ventilation trials. Recently one or two cases have been discovered of inaccuracy, but this was not immediately apparent and valuable time has been lost.

2. Before any important ventilation trials, the velometer to be used should be tested against the National Physical Laboratory Standard Pitot Tube and a certificate of test produced for the inspection of the Admiralty representative.

3. These pitot tubes are in use generally in University and Technical College Laboratories and by Heating and Ventilating Engineers, Fan Makers, etc.

4. In addition to the above test of the velometer, shipbuilders and repairers should also be advised to have their velometers overhauled every three years (if above tests are found satisfactory during that period) and the date of the overhaul recorded by the makers.

297.—Whitemetal—Economy of Tin

(E.-in-C./C.P. 54775/42.—21.1.1943.)

The use of whitemetal for bearings has been reviewed in order to effect an economy in tin, and it has been decided that except for underwater bearings the requirements of whitemetal lined bearings of propelling and auxiliary machinery can be met by the use of two grades of whitemetal with the following composition:—

Tin Base Alloy—

	Min.	Max.
Copper	3.0%	4.0%
Antimony	8.0%	9.0%
Total Impurities		0.5%
Tin	the remainder.	

Lead Base Alloy—

	Min.	Max.
Tin	9.5%	10.5%
Antimony	14.5%	15.5%
Copper	0.5%	1.0%
Arsenic		0.2%
Total impurities inclusive of silver but exclusive of copper		0.5%
Lead	the remainder.	

2. *Uses.*—Tin base alloy will be used for the following services for both main and auxiliary machinery:—

Turbine and gearing bearings.

Thrust blocks.

Bearings of I.C. engines.

Main crosshead and crankhead bearings of steam reciprocating engines, and air compressors.

Worm shaft journals and thrusts of capstan gear.

Bearings of impeller shafts of salvage, hangar spray, and hull and fire pumps where white metal is fitted.

Turbo and diesel dynamos.

Steering gear motors.

Gun mounting motors.

Ammunition hoist motors.

Michell thrust pads of turret training gear.

Main shaft bearings and thrust pads of V.S.G. pumps.

Lead base alloy will be used for all other whitemetal lined bearings including main shaft plummer block bearings whether plain or of Michell type but not underwater bearings.

For readily distinguishing lead base bearings the shells of these bearings will be stamped with the letter "L".

Unless bearing shells are so stamped it is to be assumed that they are lined with tin base alloy, even if the machinery to which they belong is not included in the above categories.

It has also been decided that the thickness of white metal in main turbine, gearing and shaft bearings, other than stern tube and "A" bracket bearings, is to be standardised at $\frac{1}{8}$ -in.

3. *White Metal for Joint Rings.*—The white metal joint rings for all screwed unions for pressure and exhaust joints and all flanged pressure joints in hydraulic system are to be of lead base alloy of the following composition:—

	Min.	Max.
Tin	10.0%	10.5%
Antimony	10.0%	10.5%
Lead	79.0%	80.0%

4. *Whitemetalling with Lead Base Alloy.*—A suitable pouring temperature for the lead base alloy varies from 380° C. to 430° C., depending on whether the copper content is near the lower or higher limit of the specifications.

There is no particular difficulty in tinning and metalling mild steel, cast steel, gunmetal and the brasses specified for bearing shells with a lead base alloy. Cast iron does present difficulties unless special precautions are taken.

Great importance is attached to proper bonding of white metal linings to shells and where difficulties are met they should be reported to Admiralty.

5. *Underwater White metal.*—Whitemetal for underwater bearings will in future be made to the following composition:—

	Min.	Max.
Copper	1.0%	2.0%
Zinc	28.5%	30.5%
Lead		0.5%
Antimony		1.0%
Arsenic		0.1%
Iron		0.1%
Tin		the remainder.

6. *Use of Scrap and collection of Scrap White Metal.*—To effect the greatest economy in the use of tin it is necessary to dispense with the requirement that only new metal be used in the preparation of white metals.

In future all whitemetal made from scrap will be purchased by Dockyards as ingots from approved Firms and all scrap from the Fleet will be collected and sold to one of the approved Firms for remelting.

The economic reconditioning of scrap white metal to render it suitable for further service in high duty bearings is largely dependent on the care exercised in its collection, segregation and storage. In particular, the utmost care is needed to ensure that scrap from bearings lined with the original Admiralty metal and the new tin base alloy do not get intermixed with the lead base alloy.

The bearings of main engines and most auxiliary engines of ships on service are now generally metallised with Admiralty whitemetal suitable for return to the Dockyards as arisings to be sent to the approved Firms for refining, but in the case of corvettes, trawlers and other vessels taken over from the Merchant Navy or built to Classification Societies rules this will not be the case, and the whitemetal arisings from the bearings should be dealt with separately. This also applies to certain auxiliaries such as motor boat engines, and other small I.C.Es., general service air compressors, etc., which are not built to Admiralty specification and whose bearings will not necessarily be metallised with Admiralty whitemetal.

Whenever there is doubt as to the composition of the whitemetal, it must be kept apart from scrap of known origin and composition.

298.—Rubber—Exhaustion of Supply

(N.S. 020253/42.—21.1.1943.)

The supply position of rubber is most serious, as the prospects of replacing stocks are extremely remote. The very greatest economy is essential and the use of substitutes must be considered wherever possible, as the time may come when it will not be a question of demanding rubber for certain services, but rather that no rubber will be available, however essential the service.

2. Severe cuts have had to be made in all demands received from yards for rubber or articles made of rubber for supply to H.M. ships and services generally, and difficulties are being experienced in meeting even these reduced requirements.

3. The critical position should be strongly impressed on all departments in H.M. ships and naval establishments and H.M. dockyards which use rubber or articles made of rubber.

4. Suggestions for economy in the use of rubber and for its replacement by substitute material(s) should be reported for consideration.

(C.A.F.O. 119/42; A.F.O. 4317/42.)

299.—Insulating Materials—Anti-Tracking Varnish for

(D. 7632/42.—21.1.1943.)

In order to reduce the risk of tracking, which is an inherent property of synthetic resin bonded paper and fabric based materials and mouldings of the phenol-formaldehyde type, it has been approved to treat the exposed surfaces of all such materials in future with a coat of air-drying, anti-tracking bakelite varnish.

2. The treatment is to be applied to all material of this type in future supplied to all new-construction vessels and vessels undergoing refit or repair.

3. The Commanding Officers of ships in commission may draw small quantities of this varnish from their storing yards in one pint tins or bottles for the treatment of repair work or defects carried out by ships' staffs. Stocks carried on board are not normally to exceed one pint.

4. The varnish may be obtained by Dockyard Officers from the following firms:—

Firm.	Varnish No.
Messrs. I.C.I. (Paints), Ltd., Wexham Road, Slough, Bucks	112-8.
Messrs. Jenson & Nicholson, Ltd., Jenson House, Stratford, London, E.15	280/248/1.
Messrs. Smith & Walton, Ltd., Hadrian Varnish Works, Haltwhistle, Northumberland	1089.
Messrs. Thos. Parsons & Sons, Ltd., Church Road, Mitcham, Surrey	(Air Drying) 177.
Messrs. Pinchin, Johnson & Co., Ltd., 6, Arlington Street, London, S.W.1	1720.

5. Before applying the varnish to the substratum, the surface is to be perfectly cleaned and free from grease and carbon dust. The varnish is to be applied with a soft brush and allowed to air-dry for approximately 12 hours, to a hard film.

If it is necessary to force-dry the varnish, temperatures of between 122°F. (50°C.) and 140°F. (60°C.) will be found to be adequate.

6. It is not possible at this stage to estimate yard requirements, and quantities required are to be met initially by local purchase, the position being reviewed after a period of 12 months.

300.—Changes in Vocabulary Sections, Reference Numbers and Nomenclatures

(N.S. Air 3092/42.—21.1.1943.)

The following alterations have taken place in R.A.F. vocabulary stores reference numbers:—

Old Stores Reference				New Stores Reference				
Stores Ref.	Nomenclature.	A.G.S. No.	Class of Store.	Stores Ref.	Nomenclature.	Detail.	A.G.S. No.	Class of Store.
	<i>Section 28</i> Cleats, single hole, attachment:— Light alloy:—				<i>Section 5K</i> Cleats, wiring:— Light alloy:—	Single hole attachment.		
6379 ...	$\frac{1}{8}$ -in. diam.	1617/1	C	204	$\frac{1}{8}$ -in. diam. ...		1617/1	C
6380 ...	$\frac{3}{16}$ -in. diam.	1617/2	C	205	$\frac{5}{16}$ -in. diam. ...		1617/2	C
6381 ...	$\frac{7}{16}$ -in. diam.	1617/3	C	206	$\frac{7}{16}$ -in. diam. ...		1617/3	C
6382 ...	$\frac{7}{16}$ -in. diam.	1617/4	C	207	$\frac{7}{16}$ -in. diam. ...		1617/4	C
6383 ...	$\frac{1}{2}$ -in. diam.	1617/5	C	208	$\frac{1}{2}$ -in. diam. ...		1617/5	C
6384 ...	$\frac{5}{16}$ -in. diam.	1617/6	C	209	$\frac{5}{16}$ -in. diam. ...		1617/6	C
6385 ...	$\frac{3}{8}$ -in. diam.	1617/7	C	2345	$\frac{3}{8}$ -in. diam. ...		1617/7	C
6386 ...	$\frac{7}{16}$ -in. diam.	1617/8	C	2346	$\frac{7}{16}$ -in. diam. ...		1617/8	C
6387 ...	$\frac{1}{2}$ -in. diam.	1617/9	C	2347	$\frac{1}{2}$ -in. diam. ...		1617/9	C
6388 ...	$\frac{7}{16}$ -in. diam.	1617/10	C	2348	$\frac{7}{16}$ -in. diam. ...		1617/10	C
6389 ...	$\frac{3}{8}$ -in. diam.	1617/11	C	136	$\frac{3}{8}$ -in. diam. ...		1617/11	C
6390 ...	$\frac{11}{16}$ -in. diam.	1617/12	C	2349	$\frac{11}{16}$ -in. diam. ...		1617/12	C
6391 ...	$\frac{3}{4}$ -in. diam.	1617/13	C	137	$\frac{3}{4}$ -in. diam. ...		1617/13	C
	<i>Section 14A</i> Leads:— Electrical, camera control:— Accessories:— Sockets:—				<i>Section 5X</i> Sockets:— Leads, electrical:—			
1462 ...	No. 1 ...		B	1768	No. 1 ...			B
711 ...	No. 2 ...		B	1769	No. 2 ...			B
1463 ...	No. 3 ...		B	1923	No. 3 ...			B
1464 ...	No. 4 ...		B	2040	No. 4 ...			B

2. The necessary transfers of stocks and amendment of records should be carried out.

3. A.P. 1086 and Aircraft Stores Establishments will be amended.

(Stafford P.M.6334 of 17.11.42.)

301.—Furniture—Tubular Steel for Enclosed Messes and Offices

New Construction Ships

(N.S. 35650/42.—21.1.1943.)

The following items of tubular steel furniture are to be fitted in enclosed messes and offices in all new construction ships, where the state of work permits, instead of the Admiralty patterns mentioned.

Supply to ships building by contract should be made by shipbuilders. For ships under construction in H.M. Dockyards, demands should be forwarded to the Admiralty where requirements are considerable, otherwise local purchase should be arranged in accordance with paragraph 7 of this Order.

New Type	To replace	Service
<i>Enclosed Messes</i> Furniture, steel tubular frames, upholstered in leather cloth:— Chair (Pel type R.P.18), $\frac{3}{4}$ -in. tubing, with arms, fitted with deck pads.	Chair—Windsor arm, Pattern 719 and cushion, Pattern 720.	Where chair, Pattern 719 and cushion, Pattern 720 are at present approved for P.Os. and C.P.Os.
Chair, easy (Pel type, Special S.P.15).	Easy chair—small, tub pattern 3010.	Where chair, Pattern 3010 is at present approved for C.P.Os.
<i>Offices</i> Stools—steel tubular frames with hardwood tops:— Stool (Pel type, Special), seat height 2 ft. 5½ in. Stool (Pel type, Special), seat height 1 ft. 10 in.	Stool, Pattern 747... Stool, Pattern 748...	Offices. Offices.

2. The firm at present best able to supply this furniture is Messrs. Pel Ltd., Oldbury, Birmingham, whose numbers and descriptions are quoted above. Orders should not be placed with other firms until it has been ascertained that they are in a position to supply satisfactory articles similar in design to those of Messrs. Pel, and any proposals to place orders elsewhere should be submitted to the Admiralty for approval.

3. The colour of the enamelled steelwork will be restricted to blue of the same shade as that approved for tubular steel furniture for officers' accommodation, a sample of which has already been circulated to Admiral Superintendent Contract Built Ships, Admiral Superintendent, and Warship Production Superintendents.

4. The leather cloth upholstery for this furniture is to be of the Admiralty approved blue colour and quality as normally fitted with modernised furniture.

5. Where approved to be fitted, suitable overcases of the latest approved material and colour are to be supplied and are to cover only the upholstered parts of the furniture. Suitable press stud fasteners, lacing arrangements or other satisfactory method should be provided to enable the overcases to be readily detachable for washing.

6. With regard to stools in offices, shipbuilders may, if so desired, purchase the enamelled steel frames only from Messrs. Pel Ltd., and arrange for the wood tops to be fitted locally. The wood tops, however, must be dished to ensure satisfactory seating.

Chairs in offices are to be of tubular steel type, padded seat, back and arm rests, upholstered in hide for officers' use; padded seat and back rest upholstered in leather cloth for ratings' use, in accordance with instructions already issued.

7. Stocks of the new type of steel tubular furniture for replacement will not be maintained in H.M. Dockyards at present, and any requirements which may arise should be obtained by local purchase from the makers.

(A.F.O. 1582/42.)

Section 4

OTHER STORES—NAVAL STORES, VICTUALLING STORES,
MEDICAL STORES, CONTRACTS

302.—Naval Stores for the U.S. Government—Notification of Service

(N.S.015613/42.—21.1.1943.)

Difficulty is being experienced in the disposal of consignments of Naval Stores sent c/o the U.S. Government Despatch Agent and intended for the use of the U.S. Government (including contractors and others acting for, or on behalf of, the U.S. Government); the ultimate consignees frequently have no knowledge of the services for which the stores are intended, or of the authority for their supply. It is important that all stores sent to the U.S.A. for U.S. purposes should be consigned clearly to a U.S. Government Department or Agent and the U.S. Authority asking for the supply should be requested to specify exactly to whom the stores should be consigned.

2. The B.A.D. receives telegraphic advices of the despatch of important consignments shipped by the Director of Stores. In order that these messages may contain sufficient information to enable the consignees and services to be identified, the necessary details are to be shown on the requisition for freight, Form D.82.

Requests for the supply of Vote 8 II stores, or the shipment of Vote 8 III materials, for the use of the U.S. Government should be accompanied by the information necessary to enable the details referred to in paragraph 2, above, to be communicated.

303.—Mapharside—Return to Contractor

(M.D.G. 1811/43—21.1.1943.)

All 0.06 gramme ampoules of Mapharside with serial numbers prior to E.157250 and all 0.04 ampoules with numbers prior to E.157933 are to be returned immediately to Messrs. Parke, Davis & Co., 50, Beak Street, London, W.1.

2. A packing note is to be enclosed on which the place of origin of the ampoules is to be stated together with the quantity returned. Replacement will be made by the firm without charge.

3. In case of urgency, Messrs. Parke, Davis & Co. should be notified *prior to despatch* of the number of ampoules being returned. The firm will then replace without waiting for the receipt of the ampoules being forwarded to them.

(A.F.O. 5834/42.)

304.—Photographic Stores—Details to be Reported

(A.M. 7531/42.—21.1.1943.)

The maximum economy must be observed in the use of photographic stores. In this connexion, returns showing details of all items of permanent photographic equipment, are to be rendered by the Commanding Officers or Administrative Authorities of all ships and establishments where cameras are in use or photographic apparatus is held, except R.N. Air Stations, H.M. Ships mentioned in A.F.O. 4073/41, Fleet Photographic Establishments where photographer ratings are borne for L.A. marking and the R.N. School of Photography.

2. The return is also to indicate the nature of the work carried out, e.g., document copying, commercial photography, cinematograph 16-m.m. and/or 35-m.m., analytical photography, micro-photography, Infra Red, etc., and also show the extent of each type of work.

3. The return is to be as complete as possible as this information will govern future issues of consumable stores in many instances. Returns are to be forwarded to Admiralty immediately upon receipt of this Order by all home establishments and ships in home waters. Establishments abroad and ships in foreign waters are to advise by signal whether a return is being forwarded by letter.

4. It is also desired to ascertain the present location of several of the Gunnery Recording Cameras, Marks I and II, and where these are held by ships or establishments that would not otherwise come within the meaning of this Order, they are to be reported.

(A.F.O. 4073/41.)

305.—Blankets, Duffel Coats and Towels for Survivors

Destroyers, Sloops and Corvettes

(V. 5503/42.—21.1.1943.)

The allowance of 50 blankets, 15 duffel coats and 50 towels for the use of survivors is to be carried in *all* destroyers, sloops and corvettes whether operating in Home or in Foreign waters.

(Malta, No. 0702/19/9, 21.7.1942.)

(A.F.Os. 4818/40—not in annual volume—and 3199/41.)

*306.—Frying Oils and Cooking Fats

(V. 2924/42.—21.1.1943.)

The frying oils at present supplied from service sources to H.M. ships and establishments on general messing (A.F.O. 4719/42, Appendix A) may in future be drawn, if required, by H.M. ships and establishments on victualling allowance for issue on repayment. Fat compound, or lard obtainable from the N.A.A.F.I., or dripping produced on board, is still to be used for cooking purposes to the fullest extent practicable.

2. Frying oils obtainable from service sources are in 56-lb. *returnable* drums and 56-lb. non-returnable tins. The non-returnable containers are intended only for overseas shipments or for issue to ships proceeding abroad.

3. For ships on victualling allowance, the issuing price of frying oils, either cotton-seed or ground-nut, is 6d. per lb. For general messes, the issuing prices remain as promulgated in A.F.O. 4719/42 until further notice.

4. H.M. ships, etc., on victualling allowance, which have no Accountant Officer, should demand their requirements of frying oil through the Accountant Officer of the parent ship, who will obtain the necessary supplies either from the nearest victualling yard or direct from the contractor. (A.F.O. 3818/42).

5. The returnable drums are to be taken on charge in the provision account. In the interests of economy of material, and in order that the Crown may benefit from the allowance credited on the return of the drums, *it is essential that all drums should be returned to the contractor as soon as they are empty.* (A.F.O. 1969/42.) The non-returnable tins should also be returned whenever practicable. (A.F.O. 6078/42).

6. Lard supplied by the victualling yard is intended only for greasing bread baking tins, and is not to be demanded for cooking purposes.

(A.F.Os. 1969/42, 3818/42, 4719/42 and 6078/42.)

307.—Concentration of Firms Collecting and Processing Fats and Bones

(V/W.P.O. 1094/42.—21.1.1943.)

Two Associations known as Fabon Ltd. and Fabon (Scotland) Ltd., have been formed recently with the support of the Ministry of Food to "concentrate" the technical fat producing and bone using industries. "Nucleus" firms have been allocated in each area to process all bones and fats recovered in that area and Naval Establishments should ascertain by enquiry of the Chairman of the appropriate Divisional Sub-Committee of Fabon, Ltd. (list below) whether their existing arrangements for disposal of fats and bones are effected. Collection will in all cases continue to be arranged by the firm as hitherto.

2. The controlled prices for bones and fats are as follows:—

	s.	d.
Brown melted fat	12	6 per cwt.
Cracklings	7	0 per cwt.
Bones (cooked)	3	6 per cwt.

Separate weights for each of these three categories should be recorded when collection is effected and payment will then be made accordingly, either by the firm collecting or by Fabon Ltd.

3. The Divisions into which the country has been divided and the names, addresses and telephone numbers of the Chairman of the Divisional Sub-Committees are as follows:—

		Telephone No.
<i>London</i> , comprising the whole area within 15 miles radius of Charing Cross.	R. B. Lofts, Esq., Fabon Ltd. (Branch No. 23), Royal Primrose Soap Works, London, E.16.	Albert Dock 1414
<i>South Eastern</i> , comprising Counties of Norfolk, Suffolk, Cambridge, Isle of Ely, Huntingdon, Bedford, Buckingham, Oxford, Hertfordshire, Essex, Middlesex, Berkshire, Kent, Surrey, Sussex, Hampshire and Isle of Wight, but excluding any part of such Counties included in the London Division as defined herein.	H. Hurlin, Esq., Fabon Ltd. (Branch No. 33), 5, Middlefield Gardens, Ilford, Essex.	Valentine 1406
<i>South Western</i> , comprising Counties of Monmouth, Glamorgan, Gloucester, Radnor, Brecknock, Cardigan, Carmarthen, Pembroke, Somerset, Wiltshire, Dorset, Devon and Cornwall.	F. W. Coates, Esq., A.C.A., St. Nicholas Street, Bristol, 1.	Office, Bristol 23314 Home, Bristol 46123
<i>North Eastern</i> , comprising Counties of Northumberland, Durham and Yorkshire.	A. Waddington, Esq., Fabon Ltd. (Branch No. 38), Crossley Hall Bone Works, Fairweather Green, Bradford.	Bradford 4410
<i>North Western</i> , comprising Counties of Cumberland, Westmorland, Lancashire, Cheshire, Flint, Denbigh, Montgomery, Merioneth, Anglesey, and Caernarvon.	E. Jones, Esq., Fabon Ltd. (Branch No. 7), Clayton Works, Bebbington Street, Manchester.	Manchester East 0221
<i>Midland</i> , comprising Counties of Staffordshire, Warwickshire, Worcestershire, Herefordshire, Shropshire, Derbyshire, Nottingham, Lincoln, Leicester, Northampton, Rutland and the Soke of Peterborough.	J. W. Warren, Esq., Fabon Ltd. (Branch No. 16), The Holmes, Cattle Market, Derby.	Derby 44332

In the case of Fabon (Scotland) Ltd., questions should be referred to:—

J. Hendrie, Esq.,
Messrs. Robt. Rough & Co.,
40, Timber Bush, Leith.

4. The Secretaries of the two Associations are J. Macaskill, Esq., M.A., B.Com., Fabon Ltd., 52, Lincoln's Inn Fields, London, W.C.2 (Tel. No. Holborn 2662) and A. W. Ronald, Esq., Fabon (Scotland) Ltd., 26b, Renfield Street, Glasgow, C.2 (Tel. No. Glasgow Central 0380).

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

308.—Second Sea Lord, Personnel Departments and Secretariat Branches concerned —Address

(Dep. Sec. 30/43.—21.1.1943.)

The Second Sea Lord, the Personnel Departments and the Secretariat Branches concerned, as mentioned below, are now accommodated at Queen Anne's Mansions, St. James's Park, S.W.1. Telephone: Whitehall No. 9444.

	Short Title.
✕ Naval Assistant to Second Sea Lord	N.A.2.S.L.
✕ Engineer Admiral for Personnel	E.A.P.
✕ Paymaster Director General	P.D.G.
✕ Admiral Commanding Reserves	A.C.R.
✕ Principal British Naval Liaison Officer to Allied Navies	P.N.L.O.
✕ Director of Physical Training, Sports Branch	D.P.T.S.
✕ Director Personal Services... ..	D.P.S.
✕ Chaplain of Fleet	C. of F.
✕ Adjutant General, Royal Marines	A.G., R.M.
✕ Director of Education Department	D.E.D.
✕ Director of Women's Royal Naval Service	D.W.R.N.S.
✕ Naval Officers Relatives Information Bureau	N.O.R.I.B.
Secretariat Branches:—	
✕ Principal Assistant Secretary (Naval Personnel)	P.A.S. (N.)
✕ Commission and Warrant	C.W.
✕ Personnel (Miscellaneous)	P.M.
✕ Naval	N.
✕ Naval Law	N.L.
✕ Honours & Awards	H. & A.
✕ Senior Psychologist... ..	S.P.

309.—Amendments to Books

(E.F.O.—21.1.1943.)

The undermentioned amendments to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from other shore establishments at home to R.N. Store Depot, Park Royal, London, N.W.10.

Amendments required for personal copies of the main books should be obtained from distributing authorities abroad, and from Park Royal when the officer or rating is serving at home.

- A.F.O. *P.31/43.—B.R. 378—General—A.S.E.—Amendment No. 4.
 *P.32/43.—B.R. 378A—A.S.E.—Swordfish—Amendment No. 3.
 *P.33/43.—B.R. 378Z—A.S.E.—Walrus—Amendment No. 2.
 P.34/43.—B.R. 120 (5)—War Vessels Silhouette Identification Book, U.S.A.—Amendment No. 1.
 P.35/43.—B.R. 258 (41)—Handbook and Drill Book for the 2 pdr., Q.F., Mark VIII, Gun on the Single Mark VIII* Mounting—Amendment No. 4.
 P.36/43.—B.R. 281/41—Regulations for Maintenance of D.R., Mark VIF and G, etc. Torpedo Tubes—Amendment No. 4.
 P.37/43.—B.R. 635—Regulations for Maintenance of 18 in., XI and XII type Torpedoes—Amendment No. 1.
 P.38/43.—B.R. 669—Instructions for the Conduct of Cash Duties—Amendment.
 P.39/43.—O.U. 5517 (7)—Torpedo Drill Book—Tubes in Destroyers—Cordite Impulse, etc.—Amendment No. 1.
 P.40/43.—O.U. 5485—Handbook of Depth Charges and Equipment—Amendment No. 24.

- A.F.O. P.41/43.**—O.U. 6090J—R.T. No. 342 for 6 in. Guns—Amendment.
P.42/43.—O.U. 6090J—R.T. No. 376 for 6 in. Guns—Amendment.
P.43/43.—O.U. 6090J—R.T. No. 408 for 6 in. Guns—Amendment.
P.44/43.—O.U. 6090J—R.T. No. 408A for 6 in. Guns—Amendment.
P.45/43.—O.U. 6090M—R.T. No. 481 for 12 pdr., 12 cwt. Guns—Amendment.
P.46/43.—O.U. 6319—Explosive Regulations for Controlled Mining Bases—Amendment No. 1.
P.47/43.—O.U. 6366—Regulations for Maintenance of 18 in. Duplex Pistols, Marks I and II—Amendment No. 15.

* *Exceptionally as regards A.F.Os. P.31/43, P.32/43 and P.33/43, distribution will be made without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.*

(A.F.O. 211/43.)

310.—A.M.S.Is.

(E.F.O.—21.1.1943.)

There are no Admiralty Merchant Shipping Instructions for distribution with this issue of A.F.Os.

(A.F.O. 212/43.)

311.—A.F.Os. Supplied to F.A.A. Target Vessels

(E.F.O. 1/43.—21.1.1943.)

F.A.A. Target Vessels are to be supplied with A.F.O. publications on the scale of one copy each A.F.Os., C.A.F.Os., Diagram Issues, Notice Board Editions, "S" Series, A.F.O. Volume and K.R. Amendments.

312.—B.R.323—Establishment of Naval Stores for Gunnery Purposes and Form D.128.I—List of Particulars—Lists of Errata No. 9

(N.S. 33442/42.—21.1.1943.)

Lists of Errata No. 9 to B.R.323—Establishment of Naval Stores for Gunnery Purposes, and to Form D.128.I—List of Particulars, have been prepared and copies will be distributed from the R.N. Store Depot, Park Royal, on the usual basis.

2. Three copies of the List of Errata to Form D.128.I will be required to complete each copy of the "List of Particulars" already supplied to ships under construction and these should be supplied without demand by the appropriate Warrant Yard. Ships' Officers, etc., concerned with preparing the lists should *not* demand the lists of errata from R.N. Store Depot, Park Royal.

3. One copy each of the Lists of Errata Nos. 6 to 9 will be supplied with each copy of the establishment issued from Park Royal. (The amendments promulgated by earlier lists of errata have been incorporated in reprinted establishment pages.)

4. Similarly each copy of Form D.128.I—List of Particulars (1941 Reprint), when supplied from Park Royal (normally to warrant yards only) will be accompanied by *three* copies of Lists of Errata Nos. 7 to 9 to that form. (Earlier amendments are incorporated in the 1941 reprint of this form).

313.—B.R.358—Establishment of Naval Stores for Executive Purposes and Form D.254D—List of Particulars—Lists of Errata No. 7

(N.S. 33511/42.—21.1.1943.)

Lists of Errata No. 7 to B.R. 358—Establishment of Naval Stores for Executive Purposes, and Form D.254D—List of Particulars, have been prepared and copies will be distributed from the R.N. Store Depot, Park Royal, on the usual basis.

2. *Three* copies of the List of Errata to Form D.254D will be required to complete each copy of the "List of Particulars" already supplied to ships under construction and these should be supplied without demand, by the appropriate warrant yard. Ships' Officers, etc., concerned with preparing the lists should *not* demand the lists of errata from the R.N. Store Depot, Park Royal.

3. *One* copy of each of the Lists of Errata Nos. 1 to 7 will be supplied with each copy of the establishment issued from Park Royal.

4. Similarly each copy of Form D.254D—List of Particulars, when supplied from Park Royal (normally to warrant yards only) will be accompanied by three copies of Lists of Errata Nos. 1 to 7 to that form.

314.—B.R.359—Establishment of Naval Stores for Electrical and Torpedo Purposes and Form D.128D—List of Particulars—List of Errata No. 12

(N.S. 31617/42.—21.1.1943.)

Lists of Errata No. 12 to B.R. 359—"Establishment of Naval Stores for Electrical and Torpedo Purposes", and Form D.128D—List of Particulars, have been prepared and copies will be distributed from R.N. Store Depot, Park Royal, on the usual basis.

2. Three copies of List of Errata to Form D.128D will be required to complete each copy of the "List of Particulars" already supplied to ships under construction and these should be supplied without demand by the appropriate Warrant Yard. Ships' Officers, etc., concerned with preparing the lists should *not* demand the lists of errata from R.N. Store Depot, Park Royal.

3. *One* copy of each of the Lists of Errata Nos. 8 to 12 will be supplied with each copy of the establishment issued from Park Royal. The amendments promulgated by earlier lists of errata have been incorporated in reprinted establishment pages.

4. Similarly each copy of Form D.128D—List of Particulars (1939 Reprint), when supplied from Park Royal (normally to Warrant Yards only) will be accompanied by *three* copies of Lists of Errata Nos. 8 to 12 to that form. Earlier amendments are incorporated in the 1939 Reprint of this form.

315.—B.R. 378(J)—Aircraft Store Establishment, Seafire—Issue

(N.S. Air 1817/42.—21.1.1943.)

Copies of the Aircraft Stores Establishment for Seafire aircraft, B.R. 378(J), have now been distributed to ships and services in accordance with the allowances detailed in A.P.(N)1.

316.—B.R. 642(G)—Summary of German Warships—Issue

(N.I.D. 1610/42.—21.1.1943.)

The above book, the first of the new B.R. 642 series, is now in the press, and will shortly be issued by the Superintending N.S.O., Park Royal, without demand, on the basis of distribution as laid down in A.F.O. 5483/42.

2. The superseded matter at present contained in other publications will be dealt with by issue of separate "P" Orders to the books concerned.

(A.F.O. 5483/42.)

317.—B.R. 782—Small Arms Training, Volume I, Pamphlet No. 22, Sten Machine Carbine—Issue

(G. 7627/42.—21.1.1943.)

B.R. 782 has been allotted to a War Office publication—Small Arms Training, Volume I, Pamphlet No. 22, Sten Machine Carbine, copies of which will be issued, without demand, by the Superintending Naval Store

Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with the following establishment, viz:—

Commanders-in-Chief	Copies
Portsmouth	375
Nore	375
Plymouth	375
Western Approaches	250
Rosyth	250
Admiral Commanding Orkneys and Shetlands	250
H.M.S. "Excellent"	20
Captain (G), R.N. Gunnery School, Chatham	12
Captain (G), H.M. Gunnery School, Devonport	12
Dockyards	
Portsmouth	8
Devonport	7
Chatham	7
Sheerness	7
Rosyth	6

Armament Depots }
 Inspectors of Naval Ordnance } **As necessary.**
 Gun Mounting Engineer Officer H.M.S. "Dunluce Castle" 1

2. The number B.R. 782 should be inserted on the cover of the pamphlet on receipt.

3. The allocation of Sten guns is given in A.F.O. 5159/42.

(A.F.O. 5159/42.)

318.—B.R. 787—Issue of, to Replace B.R. 246

(Sta./G.D. 01520/42.—21.1.1943.)

Pamphlet No. 13, The Grenade, 1942, of the War Office publication "Small Arms Training", Volume I, has been added to B.R. 1 (Catalogue of books of reference) as B.R. 787, and a first issue, as follows, will be made from the R.N. Store Depot, Elveden Road, Park Royal, without demand, when available:—

Battleships and battle cruisers	12
Cruisers and aircraft carriers	8
Destroyer depot ships	2
Submarine depot ships and shore bases	2*
Flotilla leaders, repair ships, monitors and armed merchant cruisers	2
Destroyers, sloops, ocean boarding vessels, corvettes, patrol boats and vessels, and minelayers	1
Royal Naval Air Stations	2
H.M.S. "Excellent" and gunnery schools, Chatham and Devonport	6
The Commander-in-Chief, The Nore	700
A.C.I.C.	20
Flag Officer Commanding, Dover	60
Commander-in-Chief, Portsmouth	200
Commander-in-Chief, Western Approaches	500
Admiral Commanding, Orkneys and Shetlands	150
Commanders-in-Chief, Plymouth and Rosyth	300

* Plus one copy for issue to submarines.

B.R. 787 renders obsolete B.R. 246—Pamphlet on the Hand Grenade.

319.—Form M.15—Home Hospital Weekly Return—Revision

(M.D.G. 53104/42.—21.1.1943.)

This form has been reprinted in a revised form.

2. It is to be completed as to the information required thereon and forwarded to the Medical Director-General to be received by him as early in the week as possible following the Saturday to which it is made up.

3. The space allocated to "Particulars of Officers under treatment" has been reduced in size and will allow for entry of about 12 officers. Continuation pages are available for the use of the larger hospitals. These continuation sheets should not be used unless the number of officers under treatment exceeds 25. Particulars for a number below this figure should be made on a piece of paper affixed to the main form.

320.—Form O.436—Abolition of

(Sta. 10058a/42.—21.1.1943.)

The following has been abolished:—

O.436—Ex Progress Return.

321.—Forms S.110 and S.111—Clothing Rationing

(V. 6075/42.—21.1.1943.)

The following forms have been introduced in connection with arrangements referred to in A.F.O. 1251/42, Section B:—

Form S.110—Certificate for purchases by ratings ashore in United Kingdom.

Form S.111—Record of purchases to be pasted into ratings' pay books.

2. Initial supplies of Form S.111 are being distributed to H.M. Ships and Establishments at home and abroad and Form S.110 to ships at home without demands. Replenishments should be demanded as required.

(A.F.O. 1251/42.)

322.—O.U. 6090 (U), O.U. 6090 (D), O.U. 6090 (J)—Revised Pages to Range Tables—Issue

(G. 014512/42.—21.1.1943.)

(1) Range Table No.	(2) Gun	(3) Page	(4) Date of Existing Page	(5) Amending A.F.Os. Cancelled by Revised Pages	(6) Date of Revised Page
O.U. 6090 (U) R.T.193	B.L. 16-in., Mark I.	1	Revised May, 1942.	P.296/41 and P.31/41.	November, 1942
O.U. 6090 (D) R.T. 381.	B.L., 15-in., Mark I.	1	March, 1936	P.13/41, P.286/41 and P.859/41.	November, 1942
O.U. 6090 (J) R.T. 342.	B.L., 6-in., Marks XXII and XXIII.	1	Revised July, 1939.	P.380/40, P.389/41, and P.464/42.	November, 1942

The above-mentioned revised pages detailed in column 3 to Range Tables enumerated in column 1, are now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available.

2. The revised pages dated November, 1942, supersede the existing pages dated as in column 4, also the amending A.F.Os. P., detailed in column 5.

3. The obsolete pages should be disposed of in accordance with the instructions in Form O.U. 2A—O.U. Catalogue, when the revised pages are received.

Section 6.—SHORE ESTABLISHMENTS

323.—Balance of Civil Pay

(C.E. 16613/42.—21.1.1943.)

Civil Servant members of H.M. Forces missing in the Far East

A.F.O. 5226/42 extended the period during which balance of civil pay was to be continued to nominees (within the degree of relationship set out in A.F.O. 502/41, paragraph 6) of serving Civil Servants missing in the Far East to 43 weeks from the date at which notification of the casualty is received. This arrangement is to continue in force, but an additional concession is made to nominees of any serving Civil Servants still regarded as missing after the surrenders in Hong Kong, *viz.*, in those cases in which the 43 weeks would otherwise have expired balance of civil pay may be continued up to 31st January, 1943, provided the man concerned remains posted as missing so long. The nominees of Civil Servants missing in other Far Eastern theatres of war should for the present continue to be treated in accordance with A.F.O. 5226/42 (A); their position is being kept under review, and a further instruction will issue as and when practicable.

Increases in Service Pay and Allowances

2. Certain further improvements in service pay and allowances have been announced. These are as follows:—

(a) *Pay.*—The basic rates of pay of Acting Sub-Lieutenants, Sub-Lieutenants, and Lieutenants in the Executive branch of the Navy are to be brought into line with the rates paid to the corresponding ranks of 2nd Lieutenant, Lieutenant and Captain in the Army—*i.e.*, the rates for the three ranks will become 11s., 13s. and 16s. 6d. a day respectively, in place of the existing rates of 9s., 11s. and 13s. 6d. The rate for Midshipman will at the same time be raised from 5s. to 6s. 10d. a day. These changes have effect from 1st December, 1942.

(b) *Allowances.*—With effect from 1st December, 1942, children's allowances are to be payable at the appropriate rate to all ranks below commissioned rank from a date three months before the expected date of birth of the child. The concession applies to all three services.

Increases in Civil Defence Pay

3. Increases have been announced in the pay of members of the Civil Defence Forces, to have effect from 2nd November, 1942. The increase will be 4s. 6d. weekly for men and 3s. for women, aged 20 and over, the revised weekly basic rates being £3 18s. 6d. and £2 15s. 0d. respectively. Increases for those aged 19 will be 3s. for males and 2s. for females, making the revised rates £3 3s. 0d. and £2 9s. 0d.; and for those aged 18, 2s. 0d. for males and 1s. 6d. for females, making £2 12s. 0d. and £2 8s. 6d.

There are exactly similar increases in the basic pay of members of the Police War Reserve and whole-time paid special constables.

4. The increases in Service and Civil Defence emoluments indicated above should be noted and cashiers should make corresponding reductions when balance of civil pay is assessed.

5. Any enquiries arising from this order should be addressed to Civil Establishments, Branch II, Admiralty, Bath.

(A.F.Os. 502/41 and 5226/42.)

324.—Admiralty Civil Police—Inspectors—Pay and Lodging Allowance

(U.S.B. 1110/42.—21.1.1943.)

Inspectors of the Admiralty Civil Police appointed to the grade in future, whether by promotion or otherwise, will be paid at the basic rate of 81/6 a week which carries in addition Civil Service War Bonus.

2. All Inspectors, whether newly appointed or not, who are in receipt of the above-mentioned rate of pay will be eligible, as from the date of this order, for benefit under the provisions of A.F.O. 5484/42.

(A.F.O. 5484/42.)

325.—Dockyard Cost Accounts—Dates of the Four-weekly Accounting Periods in 1942-43

(D.A. 3/43.—21.1.1943.)

The dates of the accounting periods for the financial year 1943 are as follows:—

24th April 1943	6th November, 1943
22nd May, 1943	4th December, 1943
19th June, 1943	1st January, 1944
17th July, 1943	29th January, 1944
14th August, 1943	26th February, 1944
11th September, 1943	31st March, 1944
9th October, 1943	

326.—Rolled Rod and Extruded Products in Brass and Copper Alloys—Acquisition of

(P. 22384/42.—21.1.1943.)

The arrangements for obtaining rolled rod and extruded products in brass and copper alloys outlined in A.F.O. 4950/42 have been slightly relaxed in that requirements of less than 2-cwts. of each size of stock sizes may now be obtained from merchant stockists, without reference to the Admiralty. The merchant stockists will require to be informed of the contract number and exact purpose for which the material is to be used.

2. A letter has been sent to the main Admiralty contractors and sub-contractors informing them of this arrangement and giving a list of merchant stockists. The opportunity has also been taken to set out in the letter the full procedure for obtaining these products.

3. Copies of the letter required by Admiralty Establishments and local Officers may be obtained on application to the Secretary of the Admiralty, (P. Branch—Brass Section), Bath.

(A.F.O. 4950/42.)

327.—Damage by Fire to Requisitioned or Hired Premises—Notification to Chief Surveyor of Lands

(C.E.-in-C. 5002/10/128.—21.1.1943.)

Whenever requisitioned or hired premises are damaged by fire (other than by enemy action) the Chief Surveyor of Lands should be immediately notified and, except in very urgent circumstances, no major clearance or repair work should be put in hand until the Chief Surveyor of Lands has ascertained that the Insurance Company have obtained the information they need to enable them to admit liability under any policy that may be in force.

325--Docket Cost Accounts--List of the Four weekly Accounting Periods in 1942-43

11/1/42-11/15/42

The dates of the accounting periods for the financial year 1942 are as follows:

- 31st April 1943
- 31st October 1942
- 31st January 1943
- 31st July 1942
- 31st March 1943
- 31st September 1942
- 31st May 1943
- 31st November 1942

328--Rolled Iron and Expanded Products in Brass and Copper Alloys

The arrangements for obtaining rolled iron and expanded products in brass and copper alloys outlined in A.P.O. 2200 have been slightly relaxed in that requirements of less than 2 cwt. of each size of stock sizes may now be obtained from merchant stockists without reference to the Admiralty. The merchant stockists will require to be informed of the company number and expansion factor which the material is to be used.

A letter has been sent to the main Admiralty contractors and sub-contractors informing them of this arrangement and giving a list of merchant stockists. The opportunity has also been taken to set out in the letter the full procedure for obtaining these products.

Copies of the letter required by Admiralty Contractors and local Officers may be obtained on application to the Secretary of the Admiralty (R. Braxator-Brown, Section 1, Admiralty, Whitehall, London, S.W. 1).

327--Damage by Fire to Registered or Licensed Premises--Notification to Civil Surveyor of Land

Wherever registered or licensed premises are damaged by fire (other than in any way which the Civil Surveyor of Land has been notified that the premises are not insured) the Civil Surveyor of Land has been notified that the premises are not insured. It is very important that the information required to enable the Civil Surveyor of Land to be notified should be sent to the Civil Surveyor of Land as soon as possible after the fire.

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